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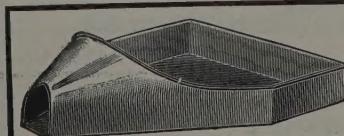
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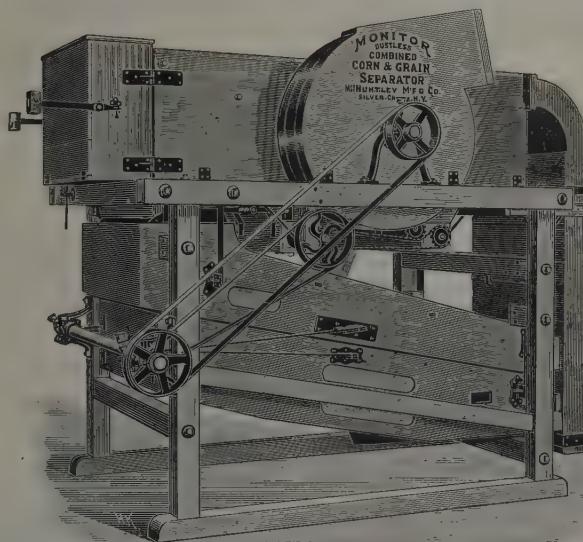
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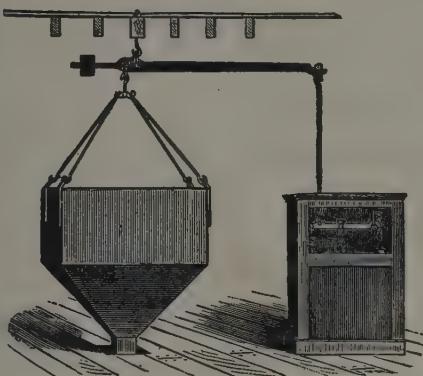


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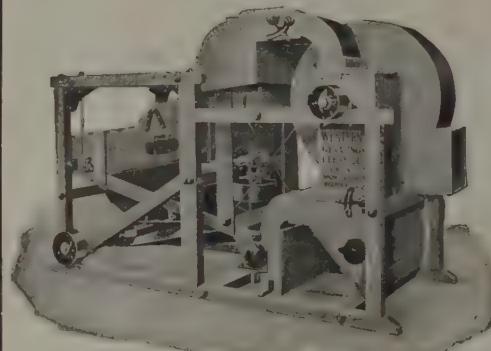
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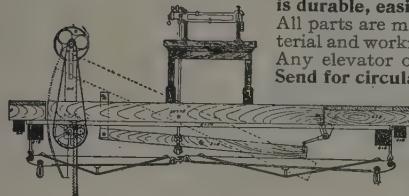
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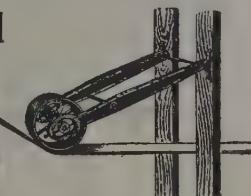
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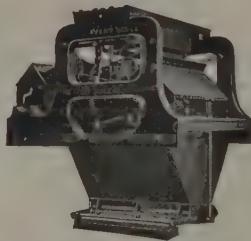
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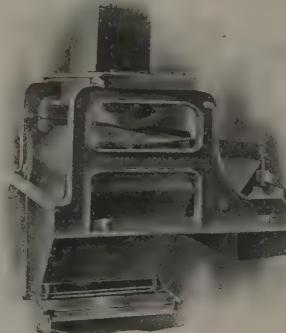
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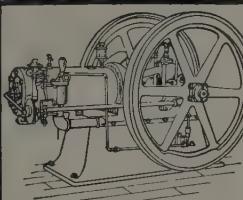
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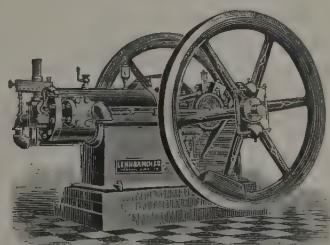
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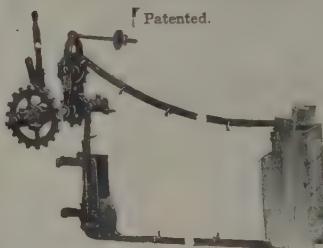
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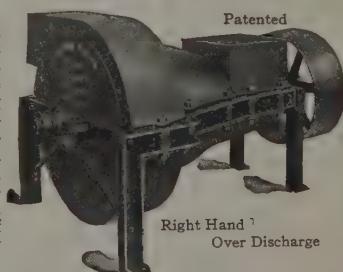
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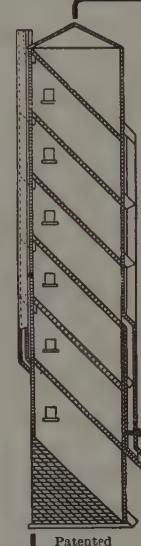
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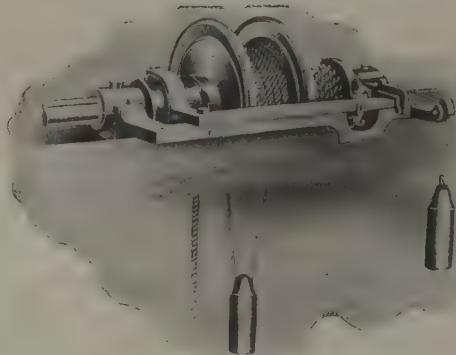
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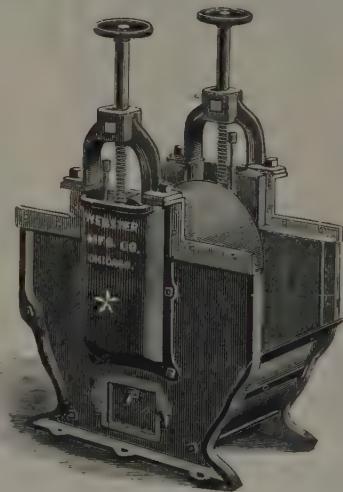
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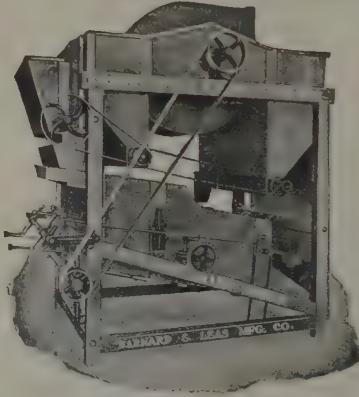
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The Sieve Cleaning Device on Barnard's Perfected Separator works underneath the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

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The device that handles the most grain in a day or week, is the most economical.

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It does more work a-day, does it better; the belts and cups last longer, therefore it is the cheapest in the end to buy.

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Will save you the "dockage for mixed grain" at destination.

All the wasted and damaged grain in Pit and Cupola.

The constant repairs on cheap distributing paraphernalia.

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You can utilize (make valuable) every inch of your bin capacity and withal have a systematic mechanical equipment that never needs repairs, that pays its cost over and over as long as you have it—as

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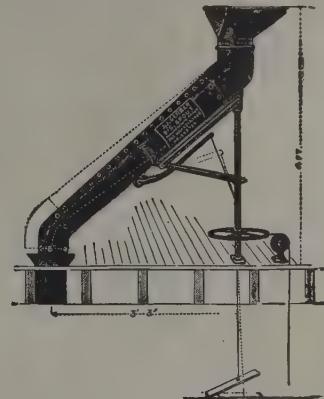
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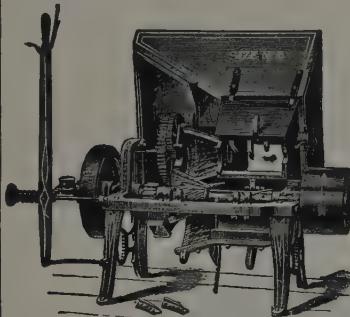
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Crush ear corn (with or without shucks) and
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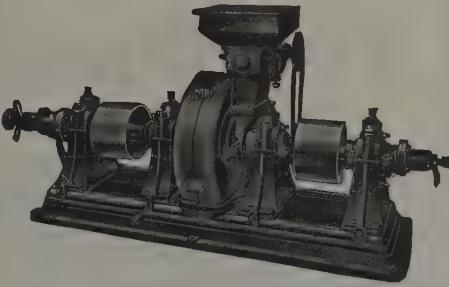
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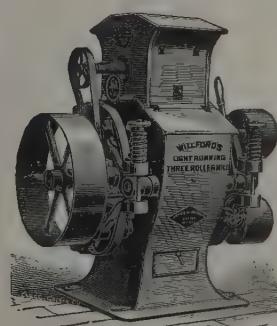
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ARE THE BEST FEED MILLS FOR ELEVATORS

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If you are in the market for anything from a screen for your old Cleaner up to half a dozen of our latest machines, just mention it and we will give you particulars, prices and full information. Write for our new catalog.

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¶ The Fan Discharge, "either direction," with adjustable cylinder—Fan separate from cylinder.

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¶ Either style made in sizes from 300 to 1,500 bushels per hour.



¶ We can equip your elevator complete from top to bottom, manufacturing a full and complete line of machinery and power transmissions.

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It unloads the largest wagons in 2 to 5 minutes.

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Also with or without Horizontal Top Conveyor, or Swivelled Flexible Telescoping Delivery Spout.

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GOOD PAYING elevators and mills for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

ELEVATOR FOR SALE—on St. Paul R. R. in northern Iowa. Address Don, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A fifteen thousand bushel elevator in a good Iowa town. Address The West Bend Savings Bank, West Bend, Iowa.

ELEVATOR AND COAL BUSINESS for sale. North east S. D. Address R. E., Box 8, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator worth the money in Ohio with a good business, address C. M., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good cribbed, gasoline power elevator in central Minnesota; good point. Address Apolis Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two Elevators in eastern Nebraska on the Burlington Road. Good shippers. Address Coln, Box 2, Grain Dealers Journal, Chicago, Ill.

TWO OKLAHOMA elevators for sale; in good repair and doing good business. For terms address Rett, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—20,000 cap. in good condition in good grain country with good business, also coal in Dark Co., O. Patty & Coppock, Fletcher, O.

FOR SALE OR RENT—Well established feed business and elevator. Close to R. R. Also horses, harness and trucks. Address Brett's Feed Store, Mt. Vernon, N. Y.

FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN, FEED & COAL business in southern Ohio town. Splendid territory. Business fine. Best reasons for selling. Address Clemons & Sterrett, Jamestown, O.

WILL SELL: One half interest in my elevator and coal business also my Litter Carrier. A good money making proposition for a good man. W. J. Hershner, Buckingham, Ill.

FOR SALE IN NORTH DAKOTA, 25,000 bu. Elevator in good territory on main line of R. R. A bargain if taken at once. Address Tom, Box 10, Grain Dealers Journal, Chicago, Ill.

CENTRAL IOWA Elevator for sale: 25,000 Bu. capacity; in good repair, good shipper; coal, tile and feed business in connection. Address Dnuf, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN, Feed, Flour and Coal Business for sale. All latest improvements, Huntley cleaner, feed grinder, Halls Distributor, 8 horsepower gasoline engine, all in good condition. Address Ram, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Modern elevator in Northern Ill.; capacity 40,000 bu. Send for description. Will be sold at a bargain. Good terms. Address Van Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

ELEVATOR FOR SALE in Red River Valley. Could be handled best by purchaser acquiring land nearby and working farm as well. For full particulars write W. 904 Chamber of Commerce, Minneapolis.

FOR SALE: 25,000 bu. elevator and coal business on C. St. P. M. & O. Ry. in Southeastern So. Dakota. Good business. Good reason for selling. Price right. Address Cer Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Several good mills in Nebraska, Kansas and Oklahoma. Also, several good elevators in Kansas and Oklahoma. Write me as I have a list of such properties. C. E. R. Winthrop, Wichita, Kansas.

ELEVATOR FOR SALE in thriving small town in central Minnesota. 30,000 capacity. Everything in first-class order and ready for season's business. Good crop. For full particulars write W., 904 Chamber of Commerce, Mpls.

YOU CAN buy the best elevator plant in the best farming territory in the State of Ohio cheap. Poor health and too much other business are my reasons for selling. Address C. O. N., Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE: An elevator in N. D. on the Fargo Southern Div. of the Milwaukee R. R., also an elevator in Minnesota on the M. & St. L. Both are bargains. Address J. K. Elliott & Co., 301 Flour Exchange, Minneapolis, Minn.

FOR SALE: 25,000 bu. elevator and feed mill in southwestern Minn. Equipped with dump scales, hopper scales, cleaner, two engines and feed mill. Good wood, feed and seed trade. Address W. T., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE a 10 room residence and grain, coal and lumber business in northern Illinois, \$10,000 for building, stock \$5,000. Would take 10,000 or 12,000 dollars in good clear land. Address Land, Box 2, Grain Dealers Journal, Chicago, Ill.

NEWLY EQUIPPED ELEVATOR for sale. 10,000 bu. capacity. In the City of Owosso, Mich. One of the best bean sections in the state: three railroads; bean picking room capacity 30 girls; price right. Address H. H. Ainsworth, Owosso, Mich.

FOR SALE—45,000 bushel thoroughly equipped Elevator and Feed Mill in perfect condition. Situated in the largest corn belt of Eastern Oklahoma. Unsurpassed railroad connections with the entire south. Warehouse with tracks on main street of thriving town. Large exchange and wholesale flour, meal and feed business. No competition. Ten towns tributary. Owner retiring from business. \$15,000 cash. Address, Cotah, Box 2, Grain Dealers Journal, Chicago, Ill.

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FOR SALE—70,000 bu. elevator, 5,000 bu. corn cribs and 300 ton coal bins, all in good repair. In best oat and corn country in Northern Iowa. Station handles 300,000 bu., only two elevators in the place. St. John Grain Co., Heron Lake, Minn.

TWO FIRST CLASS ELEVATORS for sale in North Dakota; good business; large territory; no farmers or independent elevators at these towns. Can be bought very reasonable. Address Berg, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—60,000 bushel cribbed elevator plant, including corn cribs, coal houses, etc., handling 300,000 bushels grain annually. Plant in first class condition, all well equipped. Price \$8,000. Address Rola, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevators handling from 100,000 bu. up to 400,000 bu. annually, located in good towns in Illinois and western Indiana: Write, phone or best of all come and see me. Have long list of satisfied purchasers. James M. Maguire, Campus, Ill.

FOR SALE—A 10,000 bu. Cribbed Elevator, Coal and Lumber Yard on main line, C. & N. W. Ry. at Watkins, Ia. Elevator has two separate dumps and elevators good handling capacity in good grain territory. Address P. O. Christianson & Co., Watkins, Ia.

FOR SALE—Grain, Coal and Feed Business in central Ill., consisting of 5,000 bu. elevator, 24 h. p. gasoline engine, feed grinder, etc. Large hay barn, coal sheds, two horses, two wagons, harness, etc. Cause for selling, ill health. Price \$6,000. McCrackin Bros., Normal, Ill.

FOR SALE—An elevator of 30,000 bu. capacity, almost new, only been operated for two seasons, located in McHenry Co., N. D. Crops look better this year than ever. Consideration \$8,000.00; half cash balance on time. Address Four, Box 12, Grain Dealers Journal, Chicago, Ill.

CONTROLLING INTEREST in modern and thoroughly equipped 45 thousand bushel elevator and corn mill for right man with \$7,000. Large flour jobbing and exchange business. Heart of the largest corn belt of southwest. Address Rance, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE or trade. Three elevators at two stations on I. C. R. R. Best stations in Central Illinois. One station capacity two elevators 110,000 bu. part ear and part shelled cribs 6,000 bu. We handle 450,000 bu. annually. Other station capacity 30,000 bu. and handle 125,000 bu. annually. Best competition at larger station and none at other. All buildings in best of condition. Good churches and schools. Reasons for selling, other business. Will trade for Illinois land or can give time on half. Address Hac, Box 4, Grain Dealers Journal, Chicago, Ill.

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FOR SALE OR TRADE—16 thousand bu. capacity elevator. Gas power. Address Lock Box 287, Greenville, Ohio.

FOR SALE—Elevator, Flour Mill and Coal business in southern Ohio town. Splendid territory. Has always done good business. Best reason for selling. Satisfactory trade considered. Address Clemons & Sterratt, Jamestown, Ohio.

FOR SALE—Modern elevator, southern Minnesota, 20,000 bu. capacity, 8 H. P. gasoline engine, cleaners, corn shellers and corn cribs, good territory and easy competition. Address Manager Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—5,000 bu. capacity; doing good business. Elevator 2 yrs. old. One competitor; one story residence; barn. Everything in fine shape; good reason for selling. Address Hollen, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—3 elevators on R. I. in western Iowa, 2 with lumber yards, all with coal. 7 on M. & St. L. between Des Moines and Ruthven, taken together as good if not the best small line in the state. May consider Iowa improved farms for part. Answer L. B. 1055, Des Moines, Iowa.

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for some one. Address W. W., Box 11, Grain Dealers Journal, Chicago, Ill.

A VERY COMPLETE line of 9 eltrs. in Iowa and Southern Minnesota, for sale on thoroughly reasonable basis. Property all in 1st class shape, competition good. Everything thoroughly satisfactory to right buyer. Do not apply unless ready to pay cash. Address Fram, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana, does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator with corn shelling, seed cleaning and feed grinding outfit. 50 H.P. boiler; 4 H.P. Atlas engine. In first-class condition. No competition within 8 miles. In splendid farming country. Can easily handle 100 cars besides grinding. A rare chance at a cheap price. Send for particulars. H. T. Simmons, Lakeville, Ind.

TWO ILLINOIS ELEVATORS for sale at a bargain. 60,000 bus. eltr. on the I. C. R. R. handles 200,000 bus. corn and oats yearly. Also a 35,000 bus. eltr. nearby on same road which will handle 100,000 bus. annually. Both new and well equipped. Good coal trade at each station. Address C. C. C., Box 6, Grain Dealers Journal, Chicago, Ill.

SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

ELEVATORS WANTED.

WANTED to trade for a good elevator. F. P. Hawthorne, McPherson, Kans.

IOWA ELEVATOR—wanted at good station. Give full particulars in first letter. Julius Kunz, Wesley, Ia.

WANTED TO LEASE an elevator in Iowa, in good corn and oat territory. Address Lock Box 24, Rippey, Ia.

WANTED—An Ill. elevator for cash, handling 200,000 bu. or more annually. Conditions must be right. Address 774 N. Broad St., Galesburg, Ill.

WANTED—To rent an elevator with the privilege of buying at the end of one year. Address C. E. F., Box 1, Grain Dealers Journal, Chicago, Ill.

WANT to trade equity in good 160 acre Minnesota Farm for elevator in Northern Minn. or North or South Dakota. N. N. Biever, LaMoure, No. Dak.

ELEVATOR WANTED AT ONCE: We want a good house in central or eastern Indiana or northern Ohio tributary to C. H. & D., Penna. or Big 4 lines, handling 200 to 500 thousand bushels. Write us particulars in first letter, quoting very best cash price. Buckeye Brokerage Co., Marion, Ohio.

HELP WANTED.

WANTED—Young man to take charge of elevator in small town. Experience and reference required. Address Maha, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—Grain buyers and lumber yard managers for good points in Minn., North and South Dakota. State exp. S. A. Morawetz, 910 Security Bk. Bldg., Minneapolis, Minn.

WOMAN of experience in grain trade wanted to revise lists and conduct correspondence. State business experience, where and by what firms employed. Address Chicago, Box 2, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

IF YOU want to buy, sell or trade for an elevator, write us. U. S. Brokerage Co., Decatur, Ill.

BUY OR SELL your elevator thru John A. Rice, Broker, Frankfort, Ind. Commission 2%, lowest charge \$100 paid by seller. All subject to prior sale. We give all our time to the business and good work.

ADDRESS wanted of Mr. S. Walker, formerly manager of S. Walker Grain Co., Chattanooga, Tenn. Very important. Address Evansville, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Old established retail feed business in largest city in Texas, doing a monthly business of \$12,000 to \$15,000 and declared a dividend of \$13,340 last year. Will sell stock on hand at market value and will lease our warehouse at a reasonable rental. Cause of offering this business for sale is lack of harmony between partners. Address Las, Box 2, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WE WANT either financial backing or we would prefer an active partner for an excellent grain, hay and produce business in Denver, Col. The best references as to ability, etc. Address Denver, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED POSITION with good grain firm. Have had 14 yrs. exp. in eltr. and grain. Address S. A. Pool, McComb, O.

POSITION WANTED as manager of elevator; have had four years experience in grain. Address R. R. Letner, Ash Creek, Minn.

SITUATION WANTED as manager or buyer, Ia. preferred, by experienced grain man; references furnished. Address C. F. Hasty, Kalona, Ia.

POSITION wanted by an experienced and capable grain man as auditor or business solicitor. Address Paris, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as mgr. of eltr. line or as traveling solicitor. 10 yrs. experience. Address H. C. N., Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as traveling solicitor. Iowa territory preferred. Experience, references. Address Ada, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of grain elevator. By young married man. Best references. Iowa preferred. R. R. Stevenson, Traer, Ia., R. F. D. No. 2.

GRAIN MEN: We know a tiptop Grain, Hay or Seed Buyer who wishes position. Excellent opportunity to get a good man. Address Fred, Box 1, Grain Dealers Journal, Chicago, Ill.

WIDE AWAKE Grain Man open for position as manager of elevator, have tools for repair work. Contract preferred with 3 years duration. Address O., Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer for some independent firm. Have had six years experience handling grain. Married. Can furnish No. 1 references. Address A. O. Teslow, Box 120, Williston, N. D.

POSITION WANTED as grain buyer, manager or salesmen; 19 years' experience in grain and milling business. Best of references. Prefer a position in Oklahoma. Address Box 14, Mountain View, Okla.

POSITION WANTED by practical grain man, 15 years' experience handling barley and other grain. Married. Speaks Scandinavian and American. Best of references. Address Falls, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with good grain firm as manager, with privilege of buying interest or all at end of one year. Perfectly familiar with all office work, bookkeeping and in business on own account last nine years. Very best of references. Address Illinois, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—to correspond with firm in need of manager for elevator in town of 1,000 or more people. 6 years' experience in milling business; 2 yrs. in grain, coal and feed business. Thoroughly understand bookkeeping, buying, selling and handling grain, car repairing and remodeling of elevators, mills, machinery, gasoline and steam engines. Address E., Box 2, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

20 H. P. OTTO GAS OR GASOLINE Engine for sale. Just rebuilt; price \$300. Murray Iron Works Co., Burlington, Iowa.

FOR SALE OR TRADE—An 8 H. P. Fairbanks-Morse gasoline engine. Practically new. Hutcheson Grain Elevator Co., Roff, Okla.

NEARLY NEW 16 H. P. St. Mary's gasoline engine. \$300. F. O. B. cars. Used 3 months. Need larger power. L. L. Cass, Weston, O.

FOR SALE—Bargains in second-hand gas and gasoline engines, from 3 to 35 H.P. C. P. & J. Lauson Co., 841-7 Thirtieth St., Milwaukee, Wis.

FOR SALE—A 4½ H. P. Olds Gasoline Engine, one of the best engines made, good as new. Cheap. Address Leader Press Co., Mt. Clemens, Mich.

FOR SALE—No. 1 Buckeye Engine, 100 H. P., automatic cut-off. In good condition and can be seen running at mill. Canonsburg Milling Company, Canonsburg, Pa.

FOR SALE—25 H. P. Woolley Automatic Gas Engine. Cheap. Fine condition. Also line of 2nd hand Gas and Steam Engines. Write us your wants. Reliable Machine Co., Anderson, Ind.

STATIONARY ENGINE—No. 4 Elevator for sale. Made by Fishkill Landing Machine Works, Fishkill, N. Y. Style, upright Marine, condensing. Dia. of cylinder forty inches. Stroke thirty-six inches. Fly wheel shaft Dia. fourteen inches. Steam Line Pipe—ten inches Dia. Exhaust pipe, twelve inches Dia. Horse power, five hundred. Speed, sixty to seventy R.P.M. Steam pressure, seventy-five lbs. General condition, good. Address, C. A. How, P. A., Wabash Ry., St. Louis, Mo.

GAS ENGINES FOR SALE.

25 H.P. Fairbanks Morse.
20 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
2-12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
16 H.P. Lewis.
22 H.P. Foo.
25 H.P. Columbus.
6 H.P. Columbus.
8 H.P. Otto.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 62 W. Monroe St., Chicago, Ill.

GASOLINE ENGINE BARGAINS 1-12 H.P. Webster gasoline engine in good condition \$150.00. 1-10 H.P. Webster gasoline engine in fair condition \$125.00; 1-10 H.P. Waterloo gasoline engine in running order \$75.00; 1-3 H.P. Lambert gasoline engine in good condition \$50.00; 1-3 H.P. Webster gasoline engine \$60.00; 1-4 H.P. Dayton Gasoline engine \$50.00; 1-5 H.P. Fairbanks gasoline engine in good condition \$110.00; 1-5 H.P. Foo gasoline engine in A1 condition \$125.00. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

MACHINES FOR SALE.

FOR SALE—One No. 5 Eureka Oat Clipper in good repair. The Cleveland Grain Company, Cleveland, Ohio.

FOR SALE—One No. 9 Invincible Clipper and one No. 9 Invincible Cleaner. Both machines almost new and in first class condition. Must be sold at once to make room for larger machines. First fair bid received will be accepted. Stege Grain Co., Matteson, Ill.

FOR SALE—1 Western Corn Sheller No. 4½. Capacity 400 to 500 bu. per hour. 1 Marseilles Corn Sheller, size 1, capacity 400 to 500 bu. per hour. 1 Western Suction Fan, 45 inch fan, capacity 500 bu. per hour. These machines have been thoroughly repaired and are first class. Address A. H. Richner, Crawfordsville, Ind.

ENGINES AND BOILERS.

FOR SALE—1 23 H. P. Steam Engine good as new. Also 30 H. P. Boiler. Sheets & Paul, Botkins, Ohio.

FOR SALE—35 H. P. Steam plant including Water Heater and Purifier, \$150. Is worth 4 times what we ask. Address W. H. Maze & Co., Peru, Ill.

GOOD BOILERS FOR SALE.
4-60 In. Diameter 16 ft. long, 90 H. P. 58 Flues.

Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

FOR SALE.
ENGINES AND BOILERS.

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.
1748 Powers St. Cincinnati, O.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE: New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

MACHINES WANTED.

WANTED—A three pair high mill, an oat-clipper and corn-cleaner. Hutcheson Grain Eltr. Co., Roff, Okla.

MILLS FOR SALE.

PAYING GRIST MILL, Wood County, Ohio. Good reasons for selling. Half cash, balance time or real estate. Address Hio, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A well equipped 50 bbl. mill located on B. & O. R. R. near Butler, Richland Co., Ohio. An excellent never failing water power. Plank & Neal, Butler, Ohio.

FOR SALE—A 50 bbl. water power flour mill. Warehouses. 8 room dwelling. Adj. Yakima reservation which will soon be opened for settlement. E. Goins, Yakima City, Wash.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grit trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginport, O.

MILL FOR SALE—Modern, up-to-date, in excellent repair. Running every day. One Hundred Fifty barrels capacity of flour. Fifty barrels of meal. Nice line of cash car-lot customers. Address, J. W. Moran, Lamar, Mo.

50 BBL. FLOUR MILL, water power, fully equipped elevator cornsheller, new, all run by water, 17 acres of land, 8 room house, side track at mill for shipping grain, coal bins, all for \$6,000. Come and see this property on Big Four R. R. Address John W. Yeazell, New Moorefield, Ohio.

AN UP-TO-DATE FLOUR MILL to let or for sale. New and up-to-date machinery, Corliss engine, new water-tube boiler, heater, pump and everything to economize operation; capacity about 60 barrels per day. Also has water power right and chopping outfit. Will sell for \$10,000 or rent for \$1,000 per year. Linder Shoe Co., Carlisle, Pa.

WANTED: An experienced flour mill man to buy stock in a 125 barrel mill and operate, or to buy all. Mill is new located in corn and wheat country and has a good business already established. Allis-Chalmers machinery. Corn meal outfit in mill will make 200 to 300 bu. meal per day. Cause for selling, bad health. Address H. K. Holman, Fayetteville, Tenn.

NEARLY NEW 500-bbl. mill, Nordyke & Marmon, with 15-ton alfalfa meal mill and 4 new elevators in connection. Splendid location in best wheat section of Northern Oklahoma. Fine trade and outlet in Texas. Price \$75,000. One-third on long time, balance ½ cash, ½ in good land in Middle West. Something worth investigating. Address the owner, E. J. Votaw, Pres't Bank of Morgan Hill, Morgan Hill, Cal.

FOR SALE—One Ohio Mill (good value) \$6,500, quick for \$2,900 sale. Situated in the best section of Ohio, 32 miles from the beautiful city of Cleveland. Only mill in township of 6 miles square. Fifty barrels daily; enough work to keep mill running night and day. Two and one-half story building, slate roof; large basement; 50 inch James Leffel water wheel. Elegant water power the year around. Water fall to wheel over 41 ft. Everybody who ever owned this mill made a small fortune. Large barns and chicken houses; 4½ acres valuable land; 50 fine fruit trees. Water rights with mill. Building equipped with all machinery necessary to a successful mill. If I can sell quickly I will sacrifice the entire thing for the low sum of \$2,900; fully worth \$6,500. Arthur W. Collier, 1325 E. 86th St., Cleveland, O.

BALE TIES FOR SALE.

HAY BALE TIES.
Large stock, low prices.
Prompt shipment. Write us.
J. G. Hermann & Co., Indianapolis, Ind.

MISCELLANEOUS FOR SALE.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

FOR SALE OR TRADE: 1 No. 7 Monitor Oat Clipper, 1,000 bu. Fairbanks Hopper Scale. Corn shellers and cleaners. Feed crushers and grinders. Gas Engines. All kinds of mill and elevator supplies. A. Van Camp, Decatur, Ind.

FOR SALE AT A BARGAIN—One 20 horse-power Stanley Steamer Automobile. Very powerful machine; condition good as new. This model broke all records at Ormond Beach for speed. If you want something good see this car. Address Stanley, 707 Brändes Bldg., Omaha, Nebr.

BAGS FOR RENT.

GRAIN BAGS FOR RENT. From 100 to 50,000. For terms write, FOELL & CO., 123 Market St., St. Louis, Mo.

HAY WANTED.

W. D. POWER & Co., Commission Hay and Straw, 601 West 33rd St., New York, are in the market at all times for large and small Hay of a good quality. Will purchase outright or handle on commission. Correspondence solicited.

FLOUR FOR SALE.

IN PURITY, in color, in uniformity and in results, you will find that the Blended flours GERBELLE and NEVER FAIL manufactured by the GOSHEN MILLING COMPANY, Goshen, Indiana, outclass all others no matter where made.

COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We are manufacturers. Can quote low prices on best grades. Chickasha Cotton Oil Co., 136 L. S. Exchange, Kansas City, Mo.

PURE OWL BRAND COTTONSEED MEAL. Known every where for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

ALFALFA MEAL FOR SALE.

We are booked ahead on ALFALFA MEAL. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

ALFALFA MEAL and Alfalfa Stock Foods

The most economical, the least expensive. Write for prices.

H. C. THOMPSON, Wichita, Kan.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

CORN FOR SALE.

WE ARE OPERATING 18 stations in Iowa and Missouri. Also handle Omaha corn. Will quote you any time on ear or shelled corn. Write us before you buy. R. W. Taylor & Co., Runnells, Iowa.

SEEDS FOR SALE.

GRASS SEED, Seed Grain, Onion Sets, Cow Peas, etc., for sale. D. I. Bushnell & Co., St. Louis, Mo.

ALFALFA SEED FOR SALE. Fancy re-cleaned, Kansas grown; free from dodder and other impurities. \$10.00 per bushel. C. C. Norton's Sons, Greenfield, Ohio.

ALFALFA SEED. Northern grown. Non-irrigated. While it lasts we will guarantee the seed which we now have to be free from Dodder and Trefoil. Right prices. The J. E. Wing & Bros. Seed Co., Mechanicsburg, O.

SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

NEW SEED WHEAT wanted of varieties Poole, Nigger, Gypsy or Early Ripe. The J. E. Wing & Bros. Seed Co., Mechanicsburg, Ohio.

WANTED—To buy millet for chicken feed, small lots or car load. Please send sample and price and state how much you have to offer. Address P. O. Box 772, Peoria, Ill.

FEED FOR SALE.

OFFER—Buckwheat Feed for present and future shipment. H. J. Klingler & Co., Butler, Pa.

HAY PRESSES FOR SALE.

TWO N. K. Dedrick power balers for sale. Size 14x18, one automatic block drop, and self feeder, only used 30 days. Size 14x18 old style but in 1st class condition. Worth the money. Reason for selling—have no use for balers. Address Bradley Bros., Paducah, Ky.

GRAIN WANTED.

WANTED—Several cars of wheat screenings. Bag lots taken from near by points. Send sample. Fred B. Fox, Tipton, Ind.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

CORN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

NEW WHEAT: TURKEY hard and ordinary. MILLING wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

WANTED—Every miller in the United States who is interested in grinding the best wheat grown to write us. Kansas Turkey wheat will be on the market soon. Nothing better grown. We make a specialty of it. Ship direct from country stations to mills. The Western Grain Company, Wichita, Kansas.

BRAN FOR SALE.

NEW BRAN: We are making prices for July and August shipment. Let us hear from you if interested. F. G. Olson Grain Co., Wichita, Kas.

BAGS FOR SALE.

NEW BURLAP BAGS made up promptly; bottom prices. We buy reliable second-hand bags, and carry all kinds in stock; get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

MISCELLANEOUS.

TO GRAIN SHIPPERS—Quote me by wire prices C—A—F Memphis, and I will sell your grain. Brokerage \$3 per car. Correspondence solicited. W. J. Booker, Memphis, Tenn.

MACHINES WANTED.

WANTED—2 grain cleaners, second-hand; 300 bu. per hour capacity. Must be in good condition. Wapakoneta Grain Co., Bokins, Ohio.

CONSIGNMENTS

J. R. TOMLIN GRAIN CO.

KANSAS CITY, MO.

MEMBER: Kansas City Board of Trade;
Chicago Board of Trade

MILL ORDERS

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

RATS EMBALMED

on file—Don't postpone, send today \$2.50 by money order for a one pound package.

DIX & CO.

Sole Agents for FELIX GIRARD EXTERMINATOR, Room 64, 121 La Salle Street, Chicago.

The Invincible

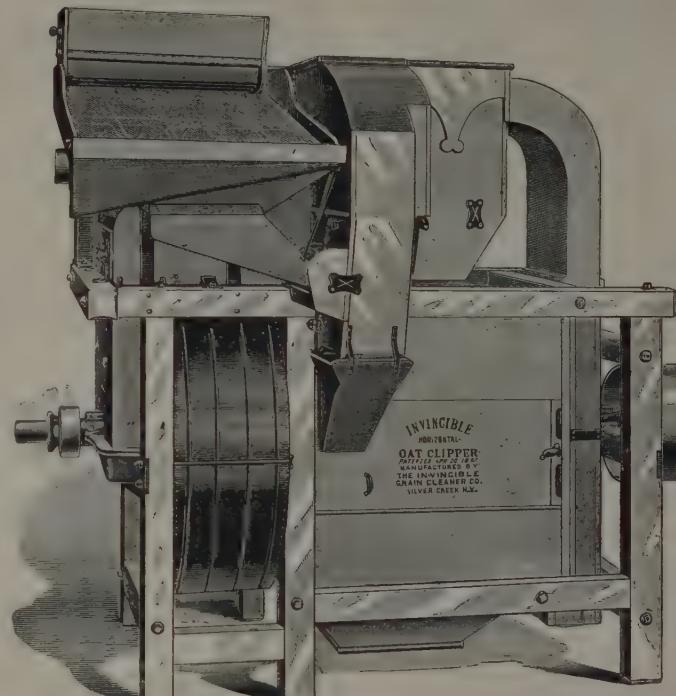
Combination Scourer, Clipper and Cleaner

Two machines in one at about
cost of one. Econoomize
Space, Price.

When the machine is used as a cleaner only, we use a "carry-by spout" giving the use of the shaking shoe and screen action, as well as the benefit of the air separations in the first and second separating trunks, making it practically a receiving separator.

When used as a scourer or clipper, the "carry-by spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly effected. The grain passes over the shoe and into the first air separation, through the scouring or clipping cylinder, and is discharged into the second air separation.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.



REPRESENTED BY W. J. Scott, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667
Southwestern Office, 225 Exchange Bldg., Kansas City, Mo. C. M. Hogle, 623 Board of Trade, Indianapolis, Ind.
N. W. REPRESENTATIVES, Strong-Scott Mfg. Co., Minneapolis, Minn.
SEND FOR THE 1908 CATALOG JUST OUT.

Recent improvements in the
BEALL ROTATING CORN, OATS AND WHEAT CLEANER
place it in a class by itself.

You will buy one when
you learn its advantages.

The Beall Improvements Co.
Decatur, Ill.

GRAIN DEALERS JOURNAL

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 25, 1908.

EVERY elevator man wants supplies now and quick.

SMUTTY WHEAT discounts are sorely grieving winter wheat shippers. Buy it right or not at all.

LEST you forget, we stop to remark that rye and wheat command the top of the market only when shipped in separate cars.

DAMP wheat is being received by many shippers in sufficient quantities to fill them with longing for a first class drier.

GRADE grain into your elevator as it is graded into your terminal market and you will have some chance to realize a profit from its handling.

ANOTHER BOY suffocated in a grain tank. This time at Glasgow, Mo. Keep boys out of your elevator and thereby avoid all blame for their deaths.

KANSAS CITY, KAN., big bucket-shop claims to have bot real wheat recently, but gives no explanation of its intended use or why it paid for it.

IF WE just had a couple anti-corner rules to help the holders of oats to coast down the greased toboggan slide the pit traders would fall in a nervous fit.

HAY SHIPPERS who comply with the new minimum car load weight will find it necessary to install a hydraulic press and pile hay on top as well as inside of cars.

INTEREST on advances against grain sold shippers track can easily be avoided by those shippers who are protesting so vigorously against the practice, if they will but cease selling on track.

OVERBIDDING regardless of prices ruling in central markets is the latest fad to undermine the reason of dealers at Taylorville, Ill. Each one hopes to gain a fortune daily by his foolishness.

AN ENTERPRISING grain buyer at Morganville, Kan., provides a tank of fresh water for farmers who wish to water their horses. Will that win their good will and gain trade during the hot months?

FEEDSTUFF tags can be purchased from the state of Indiana at a good profit and in fact several other states have engaged in the same profitable trade, but with not much advantage to live stock.

INCENDIARISM reduced the number of North Dakota elevators by three early on the morning of July 15. The severe punishment of a few incendiaries would have a tendency to discourage others indulging in this pastime.

DOCKAGE at terminals was referred to in very uncomplimentary terms at the recent Des Moines meeting. If shippers continue denouncing this steal they may some day convince offending markets that it is wrong and induce a reform.

GRAIN will not sprout from the box-ing about your elevator head if you keep cupola clean as a property owner not desiring to invite a fire will do. Then too you will not be irritated when the insurance inspector asks permission to inspect the house.

WELL COOPERED cars invariably deliver the grain at destination where it counts. If you are content to have your grain scattered all along the right of way pay no particular attention to this detail and the old worn-out candidate for the scrap pile will fulfill your desire.

MINNEAPOLIS has an assessor who is striving to obscure all other tax ferrets. He is taxing grain on track May 1, obtaining the information from the State Weighmaster. Terminal elevators emp-ted just previous to May 1 are taxed an arbitrary amount. Who can beat him?

ANOTHER Minnesota agent with a few debts and a small salary has departed for parts unknown, leaving a shortage behind. The term of employment is so short and the wages given some of these agents so small the wonder is more of them do not leave for parts unknown.

FEDERAL inspection seems to meet with the approval of some grain dealers, or at least they are not earnestly enuf opposed to resolve against it when they hold a meeting. After the politicians get to running their business they may think different of the proper functions of government.

SO MANY idle cars, according to railroad stories are to be found on every side, no excuse can be advanced for loading good grain into bad cars. Insist upon cars being in fit condition to carry grain or else have station agent note condition fully on B/L so you can collect your loss from the carrier.

LOOK OUT for tenants who have not paid their rent. After you have paid for their grain their landlords may ask you to pay for it a second time in order to cancel his claim for rent. While he may not be able to compel you to pay for grain twice, he may put you to considerable expense and cause you no end of worry.

A GRAIN CAR DOOR is patented nearly every week, yet the shippers of the country continue to suffer heavy losses because none of the many "practical doors" has proved a success. A fortune awaits the man or woman who invents a permanent door which will hold all the grain in car and permit of rapid unloading.

A SET SCREW with three inches projection caught in the clothes of a South Dakota elevator operator while the shaft was revolving at a rapid rate. We are glad to say he lives to tell the tale. Set screws can and will be covered so as to prevent their catching in clothes if operators are averse to their relatives donning mourning on account of their shiftlessness.

NON-RECIPIENTS of elevator allowances, the Cavers Eltr. Co., and the Crowell Lumber & Grain Co. of Omaha have filed separate complaints of discrimination and claims for nearly \$1,700 reparation against the Union Pacific R. R. with the I. C. Commission. It is well known that the U. P. granted such allowances to the Peavey Co., hence to deny them to the complainants would be a clear case of rank discrimination meriting prompt punishment.

SOME shippers are obtaining rebates of overcharges thru error by appealing to the Interstate Commerce Commission or by inducing the railroad company to apply to the Commission for permission to refund the money collected in excess of the legal rate. It takes much time, patience and persistence to rectify railroad's error against a shipper, yet if shippers do not insist upon the correction of even the smallest they must expect them to be increased in number as well as amount.

SHIPPERS who made verbal contracts for new oats and acting on last year's experience refused to sell until the grain was in their bins now have a chance to default on their contracts as the farmers did last year. Will they do it? Never! They will stand for the sudden decline and try to make up their loss in another way.

CONTINUOUS heavy rainfall has made much trouble for the elevator man whose elevator boots were not protected by sheet iron or waterproof cement tanks. It is economy to foresee and forestall water damage to boots and belts. It will obviate the loss of time when minutes are valuable and reduce the operating expense.

MR. SHANAHAN of the Agri. Dept. is going abroad to inspect American grain upon its arrival in foreign ports. Of course he will detect some very sharp work by the tricksters on this side of the water but they will not make federal inspection necessary or desirable. European buyers can have the grades bot guaranteed by paying seller a pittance.

ONE FACT brot out by the discussion of claims against railroads at the Des Moines meeting of which many shippers seemed to be oblivious was that stubborn perseverance is essential to the collection of over sixty per cent of grain shippers claims. Shippers who have reasonable claims well supported by evidence often are too willing to compromise their claim by cutting it in two.

IOWA dealers of several sections report large increases in the acreage sown to wheat and the prospect is for a yield of 25 to 30 bus to the acre. For many years Iowa soil has had a rest from wheat. Last year farmers tried wheat with such marked success that more fields were sowed to wheat again this year, so the great corn state may figure more largely in the wheat column than for many years past.

THE Postal Telegraf Co. omitted the word "except" from a very important telegram sent to a Wichita grain firm as is noted in the Kansas news column this number and is now defendant in a suit for \$437.50 damages—the amount of loss caused by its blunder. Judging from the many suits of similar character reported the telegraf companies are employing more incompetent operators than usual or else the grain dealers of the land have gained a clearer conception of their rights to be reimbursed for losses due to telegraf companies' error. If the sufferers by such errors always collected full damages or even brot suit the telegraf companies would take greater pains to prevent their repetition. Toleration never cured any abuse no matter how small or insignificant. Like the weeds it is sure to become a thriving pest.

THE 120% flax seed schedule has been abandoned by the N. P. R. R. and henceforth shippers will not be called upon to pay 20% more freight when they desire the N. P. R. R. to assume liability for leakage in transit. Other Northwestern roads no doubt will soon take similar action. Flaxseed shippers have been in the habit of spending several dollars preparing cars for the reception of flaxseed and the 20% extra charge was in nowise justified. Shippers on lines still asking for the extra 20% should join in a protest.

A CHICAGO man who happens to be President of the Farmers' Good Roads League ignores all claims of inland waterways and insists upon the issuance of \$400,000,000 in bonds to build roads which the people will use every day of the year for pleasure and marketing farm produce. We have many improved waterways which are not used enough to pay for surveying the route, yet the waterway faddists and the high tariff champions are in high excitement over what they are pleased to call our neglected opportunity. The money spent on the Erie Canal would have built a four track road from Buffalo to New York and carried freight free for a hundred years. The interest on the money invested in the Hennepin Canal would pay carriage by rail for all the freight it has or will transport. That part of the Mississippi river which is navigable is little used. Each year fewer boats traverse its course and the tonnage transported is rapidly diminishing. If shippers will not use the waterways nothing is to be gained by the expenditure of billions of dollars in improvements.

HIGHER FREIGHT RATES NOT NECESSARY.

The purveyors of watered stocks are convinced that an increase in railroad earnings thru an advance of freight rates would bring prosperity to their world and accordingly have induced the traffic managers to agree to an advance ranging from 10 to 16% on the ground that it would benefit the entire country.

It is not long since every railroad was passing out rebates, cut rates and passes galore to every shipper of importance. Every politician and newspaper publisher was given transportation without limit. Now every one pays car fare and all shippers are supposed to pay the full schedule rate of freight as well as switching charges, demurrage and higher rentals. Not content with all this gain the freight traffic managers are persistently insisting upon higher rates. However, the shippers are awake and determined not to pay any more dividends on watered stock than heretofore. The time will come when rail carriers will be required to grant rates which will earn a reasonable return on a fair physical valuation of their properties.

If the railroad promoters were permitted to tax the shipping public to pay attractive dividends on stocks outstanding at present, they would soon double their issues of stock and ask for further increase in rates. Their greed will be limited only by the patient toleration of the shippers.

THE PROPOSED UNIFORM B/L.

As is noted elsewhere in this number the Interstate Commerce Commission has recommended the adoption and use of uniform Bs/L by all carriers subject to the act to regulate interstate commerce. The recommendations of the commission provide for two forms: one an order B/L to be printed on yellow paper, the other a straight B/L which will not be negotiable, to be printed on white paper. Both forms are to be signed by shipper and agent of carrier issuing same, which in fact makes them a specific contract and may be used by some carriers to convince blockhead jurors that shippers by signing bill released them from all liabilities. The conditions which are published in this number are the same on the backs of both forms.

Grain shippers have not been consulted in the matter nor given any voice in the drafting of conditions; hence every grain shipper who has the interest of his business at heart needs to read carefully and closely every condition and protest before it is too late.

By Section 1 any carrier or party in possession of the property described by the B/L is released from liability for differences in weights of grain, seeds or other commodities caused by natural shrinkage or discrepancies in elevator weights. The natural shrinkage is not an actuality. In fact grain shipped from interior points to the seaboard generally gains in weight. The clause: "Discrepancies in elevator weights" shows another dishonest effort on the part of the rail carriers to escape liability for leakage and stealage between point of origin and point of destination.

Another clause releases carrier from "liability for loss, damage or delay while property is stopped and held in transit upon request of shipper."

Section 2 will also prove objectionable to grain shippers because it is very likely to place on shippers the burden of proving what carrier is to blame for loss, damage or injury to his property while en route. It should be enough to make the contracts subject to Interstate Commerce laws where used for interstate shipments and subject to state laws where used for an intra-state shipment.

Section 3 is even still more objectionable to grain shippers because it gives carriers all eternity in which to transport freight entrusted to their care. "Reasonable Dispatch" is about as indefinite as it is possible to make it. Grain shippers often lose heavily by the delay of their shipments in transit, and are entitled to a time limitation.

If carriers are unwilling to agree to transport freight on an average of one hundred miles per twenty-four hours, then they should be willing to compensate shippers for loss occasioned by their delay.

Shippers to such interior points as have no regularly appointed agents, or on to private sidetracks at interior points, will be required to assume all liability after their shipments are detached from the train. In other words, the carrier will not be duty bound to provide any protection whatever for grain billed to any other point than one having a regularly appointed agent. This will prove a great hardship upon those doing business with eastern, southeastern and western interior dealers. Whoever assumes this liability which properly belongs to the carrier, will, of course, be entitled to and no doubt will be granted compensation which will be paid principally by the interior buyer.

The conditions show very plainly that the grain shippers of the country had little voice if any in their compilation.

It is not certain that the rail carriers will accept the forms recommended by the I C Commission, and even tho they do so, it will not be necessary for grain shippers to sign the bills and thereby agree to the onerous conditions contained therein.

The reason that grain shippers' interests have been given so little consideration in the drafting of the conditions, is due directly to the apathy of the shippers. The forms are alright, but all the conditions should be eliminated.

THE STANDARD OIL DECISION.

Altho the opinion of the U. S. Circuit Court of Appeals for the Seventh District remanding the case of the United States of America vs. the Standard Oil Co. of Indiana is generally conceded to have been prompted largely by the corporation bias of Judge Grosscup, still it contains much of live interest to every shipper who daily reads thru tariff after tariff in the vain hope of learning what is the legal rate. No doubt the oil trust has in the past profited much more than \$29,240,000 by rebates, cut rates and special privileges and the average shipper, whose past experience proves the futility of attempting to compete with railroad favorites, would be delighted to see the Standard punished as it truly merits.

The law provides that freight schedules filed with the I. C. Commission shall be the legal rate and all other rates shall be unlawful rates. Ignorance of the law excuses no man. If it did, every shipper would be densely ignorant when hauled into court on the first offense. The larger the shipper the more could he profit by feigning ignorance of rates and none would ever learn of an advance. To permit shippers to enjoy cut rates by reason of ignorance either real or feigned would open the door to all kinds of discrimination and insure the large, the strong being given their old time advantage over the weak shippers, and this was the prime reason for the enactment of the law. Other courts have and other courts will hold a contrary opinion. In discussing this point Judge Grosscup says:

If it was not incumbent on the government to establish, before a shipper can be held guilty of accepting a concession from the lawful published rate, that the shipper had knowledge of what the lawful published rate was—if the plaintiff in error, in the transactions before us, was bound, at its peril, first to successfully disentangle the Alton's confused tariff sheets, and then correctly to interpret them—the evidence excluded could have had little determinative weight in any judgment of the jury upon the guilt or innocence of the shipper. But if, on the contrary, it is necessary to a conviction of a shipper of accepting a concession from the lawful published rate, that it should first be shown, as bearing on intent, that the shipper knew what the lawful published rate was, the evidence offered and excluded clearly relates to the fact of such knowledge, and was erroneously excluded, because the plaintiff in error was thereby deprived of its right to have the judgment, not of the court alone, but of the jury as to whether the plaintiff in error actually had such knowledge as charged him with an intent to violate the law. Indeed the whole question is the fundamental one of whether a shipper is guilty, under the interstate commerce act, of having accepted a rate less than the lawful published rate, even though he does not know, at the time, that the rate accepted was in fact less than the published rate, thereby having no intent to violate the law; or, as the Supreme Court stated the question in *Armour Packing Company vs. United States* (decided March 16, 1908), whether 'shippers who pay a rate under the honest belief that it is the lawful published rate, when in fact it is not, are liable, under the statute, because of a duty resting on them to inform

themselves as to the existence of the elements essential to establish a rate as required by law.'

The trial court was doubtless influenced by judicial holdings in cases under statutes against smuggling, the sale of liquors to minors and other cases arising out of fiscal and police regulations, for the mere violation of which, irrespective of the motive or intent, certain penalties are enforced (Vol. Greenleaf on Evidence, Sec. 212, Wharton Crim. Law, 16 Ed. Sec. 22, U. S. vs. Bayard, 16 Fed. 376 and other cases cited) and thus influenced proceeded on the view that if the shipper, by diligent endeavor, deciphers out of the tariff sheets, no matter how entangled or confused they may be, a rate that a court, upon subsequent investigation, no matter how close the question thus raised may be, determines to be the lawful published tariff rate, under all the circumstances named, the shipper may not plead that under information from the carrier, or any other investigation short of diligent research on his own account, he mislead another rate to be the lawful published rate—may not plead that he had no intent to violate the law.

In this interpretation of the interstate commerce law, so far as it relates to shippers, we cannot concur. The cases cited by the government, such as those requiring liquor sellers, at their peril, to know whether the person to whom a drink is sold is a minor, or within the prohibitions of the act or not, are not controlling, nor persuasive. The interstate commerce act was intended to promote, not to restrain, trade and commerce—to secure fair dealing in commerce through uniformity, not to put obstructions in the way of commerce. (Texas and Pacific Railroad versus Interstate Commerce Commission, 162 U. S. 197.) Surely the farmer who brings his produce to town to be shipped to the city markets, or the small merchant shipping to the country, or the householder who ships his furniture, when changing his residence, were not meant by the interstate commerce law to be guilty of having accepted a concession merely because they took the word of the carrier or his agent, in the honest belief that it was in fact the regularly established rate.

In this respect the shipper and the carrier stand on different ground. The carrier is required by a separate provision of the law to establish and publish rates (section 6) and is forbidden to charge or collect from the shipper a rate greater or less than such established and published rate; and as to the carrier, the doctrine laid down by Wharton and by Judge Cooley in *Barker versus People*, 37 Mich. 4, that ignorance of the fact is no defense is perhaps applicable; for the carrier, having established and filed the rate, can very justly be denied the right to plead that he overlooked or forgot the rate that he has thus knowingly established and filed. But is the ordinary shipper, under any reasonable view of the situation to which the law relates, thus bound—bound at his peril, under this law intended to promote commerce, to cipher out, before he can safely put anything that he has into commerce, all the confusing papers and figures that generally make up the tariff sheets? Plainly not, it seems to us.

As to him, the language of Bishop (1st Bishop New Criminal Law, Sec. 286) seems sound, that "It is never right to punish a man for walking circumspectly in the path which appears to be laid down by the law, even though some fact which he is unable to discover renders the appearance false. And for the government, whether by legislation or by judicial decree, to inflict injustice on a subject is to injure itself more than its victim. And the court should, in all circumstances, so interpret both the common law and the statutes as to avoid this wrong"; and though it is true that large shippers like the plaintiff in error do not usually take the word of the carrier as to what the rate is, but examine for themselves the tariff sheets, and have all the knowledge that is necessary to intelligently examine, from which it might easily follow, as a matter bearing wholly on the weight of the evidence that professions of ignorance upon the part of such shipper would stand on a different plane of credibility from a plea of ignorance put forward by the ordinary shipper, it does not, on that account, follow that the ultimate question of intent, to be submitted to the jury, is not the same whether the shipper be a large one or a small one; for the law is the same for all shippers, and the duty devolving on the government is the same, viz.: that before conviction there must be proof of all the facts upon which the shipper's offense is predicated.

This view of what is essential to constitute the offense makes it plain that the trial court was in error, as a matter of law, in the application, to the case of a shipper,

per, of the principles that the trial court applied to this case.

While the Judge's view is quite plausible and its enforcement as the law of the land would be welcomed by all railroad favorites, still there is no hope of his opinion being shared by others or sustained by the higher court.

ALL ELEVATION ALLOWANCES SUSPENDED.

Elevation allowances are doomed and one more advantage enjoyed by the few and covet by the many is suspended for two years. If the commission will not tolerate the allowance now it surely will not do so two years hence, when no elevator operator is receiving it.

As is clearly pointed out by the Commission in the opinion quoted at length elsewhere in this number, the grain dealer who operated a terminal elevator and sold grain in competition with a dealer who did not operate such an eltr and receive elevation allowances had an advantage of three-fourths of a cent per 100 lbs., or enuf to turn the business to the elevator man.

The trade has always recognized the allowance as a rebate to the large operators and the wonder is the Commission did not long since declare against the discrimination. As the advantages of the favored shipper are reduced to a minimum the railroads come nearer to treating all alike and the small dealer has a greater chance of success.

Altho the Commission has not ordered the Chicago & Great Western Ry to discontinue giving free elevation, at its elevators in Kansas City and Omaha, to grain routed over its line, still it claims to have the authority to do so, and judging from the tenor of its decision it is very likely to do so soon. Carriers furnish free loading and unloading of much package freight and some authorities maintain with good reason that all rail carriers are bound by their charters to provide freight warehouses for bulk as well as package freight. When carriers do provide ample warehouse facilities and operate them as public freight depots their cars will be released much more promptly than at present.

A CAR FAMINE has already forced the grain shippers on the M. P. R. R. at Ray, Kan., to suspend business and new grain has hardly begun to move. The matter has very properly been laid before the state railroad commission in hope of obtaining relief. So long as shippers contentedly tolerate wretched service the longer will they have to put up with it. Relief will be granted only by their persistently demanding it.

IF THE Iowa Grain Dealers' Ass'n now known as the Western Grain Dealers' Ass'n continues to spread it will soon be in a position to join with the Grain Dealers' National Ass'n in forming a strong federation. The grain dealers of the country are badly disorganized and not half as many are contributing to the support of grain trade associations as were six years ago, but they are paying more for the privilege of not co-operating with their brother dealers in improving trade conditions and abolishing trade abuses. The man who will not support his trade ass'n with money and advice is first cousin to the dealer who thinks he has not time to read, to keep posted and profit by the experiences of his brother dealers. Such shortsighted parsimony is always the most expensive in the long run.

Crop Reports

Canada.

Ottawa, Ont., July 11.—All field crops in Manitoba show increased acreages over those of last year, with the single exception of peas. The season has been at least three weeks earlier, and the reports from all districts in the province indicate most promising conditions. Wheat occupies a total area of 2,956,926 acres, as compared with 2,789,553 acres in 1907, an increase of 167,373 acres, or at the rate of 6 per cent. In the district of Brandon the wheat crop is either in shot blade or is heading well and is of good color. In parts of Dauphin excessive rain is reported, but other respondents refer to the conditions as ideal. The corn is mostly in shot blade and of strong growth. In the entire Dominion, except British Columbia, the per cent of standard condition of fields crops is wheat 84; oats 90; barley 83; rye 82; peas 82; beans 74; mixed grains 84; hay and clover 87; acres in crop for 1908 are wheat 6,610,147; oats 7,941,295; barley 1,741,834; rye 100,508; peas 413,065; beans 60,213; mixed grains 58,879; hay and clover 8,211,176 for 1908, compared with 1907 acreage as follows: Wheat 6,066,450; oats 7,405,509; barley 1,736,779; rye 109,140; peas 403,500; beans 65,407; mixed grains 605,192; hay and clover 7,726,335, as reported in the Census and Statistics Monthly.

Idaho.

Lewiston, Id., July 18.—Harvesting has commenced in this section. Yield below average; quality inferior.—K.

Illinois.

Speer, Ill., July 14.—Corn in this section late but growing fine. Oats rusted badly, will be light.—John A. Speers.

Iowa.

Jewell, Ia., July 14.—Crops are good.—Pfunds & Co.

Hedrick, Ia., July 14.—Corn prospects are the very best.—M. F. Broadwell.

Tama, Ia., July 11.—Crops fine. Good stand of corn.—O. P. Beale & Co.

Aurelia, Ia., July 22.—Corn and oats about average here.—W. G. Whitney.

Meriden, Ia., July 23.—Corn and oats are an average crop here.—W. H. Lamont.

Maple River, Ia., July 14.—Rust is in the oats. Corn is doing well.—J. J. Nurre.

Sulphur Springs, Ia., July 21.—Our corn and oats are about average.—Ed. Daniels, Jr.

Waterloo, Ia., July 14.—Corn is good, with an average acreage.—E. R. McDonald.

Eagle Grove, Ia., July 15.—Corn and oats are the best here in years.—F. W. Newton.

Norway, Ia., July 10.—Corn and oats look about 20% better than a year ago.—Stud & Tate.

Pomeroy, Ia., July 20.—Corn and oats will be about 80% of an average crop.—F. C. Hocum.

DeSoto, Ia., July 14.—Corn is in good condition. Oats affected by the rust slightly.—H. L. McComb.

Gowrie, Ia., July 17.—Neither corn nor oats will be more than 50% of an average yield.—E. J. Harvey.

Delta, Ia., July 14.—Crops good; oats fine; corn fair. Wheat and barley never better.—J. A. Beatty.

Ackley, Ia., July 14.—We will have a fair corn crop. Rust has injured oats to some extent.—B. P. Held.

Rippey, Ia., July 14.—Oats are poor, having been badly injured with rust. Corn very fair.—J. M. Munson.

Newell, Ia., July 21.—Oats 10% better than last year. Corn about the same as a year ago.—L. O. Moorhouse.

Alta, Ia., July 22.—Corn is better than a year ago and oats about 5 per cent less on account of rust.—Wm. Zeilman.

Luverne, Ia., July 14.—Corn is a little backward on account of having been blessed with too much rain.—X.

Marshalltown, Ia., July 13.—The stand of corn is excellent and prospects better than a yr. ago.—Cook Bros. Grain Co.

Ira, Ia., July 14.—Corn is fair, but is a couple weeks late. Oats is fair, and is now being harvested.—W. F. Rippey.

Waukeee, Ia., July 14.—Corn is in fine condition. Oats is only fair, having been injured by the rust.—Jesse Copeland.

Menlo, Ia., July 14.—Corn is good and oats better than a year ago. We cannot complain of the rust.—C. A. Wildman.

Huxley, Ia., July 13.—The prospects for crops are about average, with corn probably better than a yr. ago.—Farmers Grain Co.

Storm Lake, Ia., July 21.—Corn is about an average crop. Rust will make oats less than an average crop.—Geo. F. Wagner.

Ewart, Ia., July 15.—Corn is a poor stand and is not up to the average. Oats good. Barley is a fine crop.—J. C. McMeekin.

Albia, Ia., July 15.—Wheat acreage 200% of last year's; it will average 25 bus. to the acre.—Fay Edwards of Moses Edwards & Sons.

Cherokee, Ia., July 22.—Oats are better than a year ago. Corn will be 10 per cent better than last year's crop.—J. Mathews.

Watkins, Ia., July 10.—No old corn left. Prospects indicate an average crop of corn and oats.—John Fitzgerald, agt., Watkins Grain Co.

Fairbank, Ia., July 14.—Corn is a little backward, but oats are good.—Agnew Grain Co.

Fonda, Ia., July 21.—Corn and oats will be about 75% of an average crop. Corn was badly damaged by early rains.—E. A. Tiedeman.

New London, Ia., July 15.—Oats are averaging 30 bus. to the acre and if weather continues favorable they will grade No. 2.—A. D. Hayes.

Grand Junction, Ia., July 17.—The acreage of oats will not be over 75% of the average; 25% of the corn was drowned out.—F. N. Harvey.

Kelley, Ia., July 13.—Rust has injured the oats so that the crop may be a little light. Harvesting will begin in a few days.—J. M. Johnston.

South English, Ia., July 14.—Crops are good, excepting the slight injury done by rust in late oats.—Home Lumber Co., O. K. Morrison, Agt.

Minburn, Ia., July 16.—Oats will make about 75% of the average crop due largely to the rust. Corn is late and is in need of rain.—John Crawford.

Marcus, Ia., July 23.—Corn is an average crop. Oats will be only about 65 per cent of an average yield.—Marcus Shipping Assn., Ben Delaney, Agt.

Libertyville, Ia., June 14.—About 1/2 of our oats, the Early Champion, will yield 45 bus. to the acre. The rust is catching the late oats.—Hartlie Yost.

Dana, Ia., July 17.—Oats will be about 90% of the average crop on account of rust. Corn is 2 weeks ahead of a year ago and 20% better.—Brown & Brenton.

Harcourt, Ia., July 18.—Corn and oats are both below the average. The present indications are that we will not have more than 75% of a crop of either.—Smith & Chalgren.

Odebold, Ia., July 14.—Crops are looking well. There is a good stand of corn. Barley is a good crop and is now ripe. Rust has not injured the oats with us.—A. C. Petersmeyer.

Chelesa, Ia., July 11.—Corn well advanced. Barley and rye are being harvested. More barley is raised here this year than ever before.—Wells Hord Grain Co., Wm. Basse, Agt.

Ft. Dodge, Ia., July 18.—Corn is doing well the same was drowned out. A 10% increase in acreage will offset the loss caused by the early rains.—A. C. Heath, mgr. Great Western Cereal Co.

Inwood, Ia., July 23.—Harvest in full force. Barley and oats mostly cut. Threshing will follow in 8 to 10 days. All grain promises a large yield. Corn is looking the best in years.—W. P. Ladd, mgr. Button Eltr. Co.

Cleghorn, Ia., July 23.—Rains and winds of the past few days have injured the oats very much. Corn is average. The acreage of barley is less here this year than usual, but what there is, is an average yield.—D. R. Miller.

Dallas Center, Ia., July 16.—The acreage of oats here is less than a year ago, but the quality is 5% better, which will make the yield about the same as last year. About 3% of the corn was drowned out.—Robt. Whittaker.

Ames, Ia., July 13.—Wheat is mostly harvested and the farmers are commencing to cut oats. There is a good, even crop of corn. The prospects are the best we have had in years.—B. A. Lockwood & Co., F. N. Fowler, Agt.

Belle Plaine, Ia., July 10.—So far as old corn is concerned, there is a corn famine here now. Farmers are just beginning to harvest oats; rust has slightly affected this crop. Indications are that we will have an immense crop this year.—Chas. H. Rockwell.

Walcott, Ia., July 15.—Barley acreage same as last year, stand thin, yield light. Corn acreage same as last year; one week late. Last year we shipped 6 or 7 cars of wheat from Walcott; indications are we will have about 15 cars this year.—Louis Maack, secy Stockdale & Dietz Co.

Sioux Center, Ia., July 16.—Crops in this vicinity are doing well. Barley will be ready for harvesting next week, and early oats will soon be ready to cut. The acreage on barley is about 10% greater than last year, and yield promises to be heavier. Corn has a good stand. The warm weather of the past week has been making it fairly pop out of the ground.—D. Van der Berg.

Des Moines, Ia., July 8.—The condition of winter wheat is 102, indicating 1,737,000 bus. on 90,956 acres. The condition of spring wheat is 97, indicating 3,621,000 bus. on 299,122 acres. Condition of oats is 102, indicating 106,139,000 bus. on 4,302,000 acres. Corn condition is 100, indicating 234,000,000 bus. on 7,660,947 acres. Barley condition is 99, indicating 9,821,000 bus. on 392,125 acres. Rye condition is 96, indicating 818,000 bus. on 48,400 acres. Flaxseed condition is 100, indicating 294,000 bus. on 32,600 acres. Soil conditions were extremely favorable at planting time for all small grain and early planted corn, but the excessive rainfall during May and June has been extremely detrimental to the physical condition of the soil, besides causing a reduction of acreage because of floods. Small grains show a heavy and uneven growth heading out on short straw. We cannot expect under very favorable conditions for maturing expect more than an average crop. Ninety-six per cent of the marketable portion of last year's crop has now left farmers' hands compared with 95% last month and 93% one year ago this date. 95% of the marketable portion of last year's crop has now left farmers' hands, compared with 89% last month and 84% one year ago this date. Geo. A. Wells, secy Iowa Grain Dealers Ass'n.

Indiana.

Lafayette, Ind., July 11.—We are getting considerable new wheat now, turning out good and fine quality.—W. B. Foresman, Chas. Reynolds Taylor Co.

Talbot, Ind., July 20.—Oats are very short straw, and will yield from 5 bu. to 25 bu. per acre; not any better crop than last year, which was the poorest in 15 years. Corn is very uneven, some fields not over 8 inches high, but with the best weather we may raise 70% of a crop.—F. A. Vant.

Indianapolis, Ind., July 14.—The acreage sown in 1907 for the 1908 wheat crop was 2,059,615, against 2,391,478 acres sown the preceding year. The yield in 1907 was 34, per 474,000 bus., an average of 14.58 bus. per acre. Reports indicate that the yield per acre will be a little heavier this year.—Indiana Bureau of Statistics.

Kansas.

Sawyer, Kan., July 9.—Wheat threshing commenced on July 6. Yield good, quality good. Wheat tests 62 lbs.; good color.—Frank Gillett.

Offerle, Kan., July 19.—Threshing in full blast; wheat making an average of 20 bus. per acre, barley 25, oats 35. Wheat in fine condition.—Moses Bros. Mill & Etr. Co., Thomas Darcy, mgr.

Stafford, Kan., July 21.—The prospect for corn here is fine. Looks as tho it would make a good average yield. Wheat is threshing out better than expected. Yield running from 18 to 35 bus. per acre so far.

Kentucky.

Frankfort, Ky., July 1.—The weather has been very favorable to the harvesting of wheat and rye. In many sections threshing has commenced and a good yield is being shown and as fine a quality as has been known for several years. We have had several reports of insects damaging both straw and grain. The oats crop for seven years has never been so bad. The drought has caused almost a total failure in many sections of the state and dry rust has helped to make the failure. Little barley or millet is grown in the state but both crops are doing well, but badly needing of rain.—M. C. Rankin, Commissioner of Agri.

Michigan

Lansing, Mich., July 8.—Correspondents very generally report wheat in good condition and the prospect at present is that there will be better than an average yield and of extra quality. The average estimated yield in the southern and central counties is 17, in the northern counties 15 and in the state 16 bus. per acre. The acreage of buckwheat sown is 85% of an average, and of beans 91%. The condition of corn is 85 and of beans 91. The yield of rye is estimated at 15 bus. per acre.—Geo. A. Prescott, sec'y of state.

Minnesota.

Minneapolis, Minn., July 15.—Red River Valley crops look very good.—Wm. Dalrymple.

Minneapolis, Minn., July 15.—North and South Dakota corn prospects fine—McDonald & Wyman.

Minneapolis, Minn., July 15.—So far as we can hear the outlook for a new crop is good.—T. R. Tubbs.

Minneapolis, Minn., July 15.—Early grain is in good condition while the late wheat is damaged according to our reports.—W. Thexton.

Minneapolis, Minn., July 15.—From all advices received the crop outlook is the best I ever knew. Barley is a heavy crop.—T. M. McCord.

Minneapolis, Minn., July 15.—Tho there has been damage in some localities the crop conditions in the Northwest are all right.—Geo. C. Harper.

Minneapolis, Minn., July 15.—West of the Cheyenne river in N. D. the wheat is all dried up but outside of that territory prospects were never better.—A. T. Master.

Minneapolis, Minn., July 15.—We are very much worried about the crop situation in N. D., but think it will turn out all right.—Mr. Gunderson, Minnesota Grain Co.

Minneapolis, Minn., July 15.—F. M. Davies & Co. report that information from their representatives would indicate a very favorable crop condition all over the Northwest.

St. Peter, Minn., July 18.—Farmers around here have their rye cut, and will commence to thresh the last of the week. Crops good where not damaged by storms.—E. J. Matteson.

Revere, Minn., July 20.—Crops look very good; the rye harvest has begun and oats and barley are nearly ready. The cool weather we are having will give the wheat chance to fill.—J. H. Kunz.

Minneapolis, Minn., July 15.—Along the Soo line the general crop conditions are good. Along the Great Northern and Devils Lake district damage from 20% to 40% is reported. Along the Northern Pacific damage about 25%. The general crop conditions in N. D. good. Wheat will be harvested by the tenth of August.—H. B. Putnam.

Minneapolis, Minn., July 15.—The crop outlook is spotted. In South Dakota as a whole the prospect is very favorable. I have just returned from a trip to Northeast Iowa and found barley ripe and oats turning. The Northwest generally has no reason to feel other than optimistic; it had a fair crop last year and grain brot high prices. There is plenty of money for all legitimate business tho the bankers are adopting a conservative policy.—J. H. Fritch.

Minneapolis, Minn., July 13.—Most of the barley is headed out. Wheat is now heading. The flax crop looks fine. South Dakota is in splendid condition. Since the recent warm weather, corn promises to make a full crop. We look for a heavy yield of flax and the largest crop of barley ever raised in the state. Barley harvest will commence this week. Wheat looks fine and is nearly all headed out. Minnesota crops look well, except along the water courses and on the low lands of Southern Minnesota where we have had altogether too much moisture. These lands were mostly planted to corn. Aside from those crops which suffered by too much water, Southern Minnesota promises large yields. Barley, rye, wheat and oats all look like good crops.—The Van Dusen Harrington Co.

Nebraska.

Heartwell, Neb., July 18.—We are taking in our first new wheat to-day; it is testing 61 lbs. and is a good color.—Shannon Grain Co.

Berwyn, Neb., July 11.—Harvesting commenced. Wheat up to last year's yield. Oats heading nicely. Corn up to last year's average and $\frac{1}{4}$ better stand. Plenty rain.—Miller & Wort.

Heartwell, Neb., July 18.—The prospect for corn is fine; also oats. Wheat is not turning out as good as last year, that threshed running from 10 to 25 bus. per acre.—E. W. Lambert.

Superior, Neb., July 13.—Corn crop here generally good condition. Wheat is in shock and a good crop; will be good quality if not damaged by rain. Oats poor crop on account of too much rain. Very little old corn and no old wheat or oats left on farms. Farmers all have money and will hold wheat and oats for a stiff price. With corn 70 cents cannot buy oats under 40.—Elliott & Myers.

North Dakota.

Kullom, N. D., July 18.—The crop is all right with us, but North and East it has been very dry.—John A. Stolt.

Steels, N. D., July 13.—We had fine prospects for a bumper crop until a week ago the dry weather has hurt the crop 25 to 30% as we have not had a rain for two weeks.—H. O. Wise.

Minot, N. D., July 10.—Dry and hot weather is putting the crop back daily. Late sown wheat will be ruined unless rain comes immediately. The Russell-Miller Milling Co.'s eltr. has been closed down for some time owing to the scarcity of wheat.—N.

Valley City, N. D., July 19.—The week of the 6th to the 10th of July was a very disastrous one on the crops of this section, but recent rains have greatly improved the damaged grain, and prospect in this section at the present time is for a fair average.—The Farmers Co-operative Eltr. Co.

Ohio.

Lewistown, O., July 20.—Oats will be about one-half crop. Corn looks well. Wheat turning out a good quality and will average about 20 bus. to acre.—Johnston & Black.

Piqua, O., July 22.—Have just returned from the country and examined several oats fields in shock. Our oats will positively not average over 18 bus. to the acre in Miami and Shelby counties.—C. N. Adlard.

Laura, O., July 21.—Wheat acreage small and yield about 15 bus. average. Some smutty. Oats promises to be a short crop and of light quality. First new crops received to-day; yield 15 bu. per acre of 28 lbs. per bu. Corn is uneven stand but growing fast.—Henderson & Coppock.

Maria Stein, O., July 10.—Wheat is good crop this season, oats very short and damaged to great extent by rust; threshing of wheat will start next week. Corn outlook very fair; some sections badly damaged by hail and all is way late; need late fall to make a good crop.—Henry Kramer.

Toledo, O., July 21.—New wheat is now coming into this market in good condition, and the quality is of the best. Out of 85 cars there was but two that were off grade, the balance easily grading No. 2 Red, and weighing as high as 62 pounds to the bushel. Orders for more than half a million bushels have already been accepted by the local exporters and a large amount of this has been shipped. Wheat harvest in this section is about wound up and a fair estimate of the average yield places it at from 20 to 25 bus. per acre. Oats will be light generally, altho it is claimed that the yield will be above that of last year. Corn is small but of excellent color. The planting was late and the growth not uniform, due to irregularity in the time of planting. The damage reported as the result of cut and grub worms is small. It is estimated that the area will be about 97% of the acreage of 1907.—S.

Oklahoma.

Lamont, Okla., July 22.—Threshing is about $\frac{1}{2}$ done; average yield is about 9 bus. per acre. Soft wheat good quality, hard wheat fair; corn is looking fine, however it is needing rain. Oats being made about 25 to 30 bus. The farmers are binning most of their wheat.—H. J. Barclay agt. Blackwell Mill & Eltr. Co.

Enid, Okla., July 10.—Rains throughout the state the latter part of last week delayed harvest, but has held our corn. Wheat that is being marketed now is mostly damaged. Oats that have been threshed in the southwest are of poor quality, being weatherbeaten, otherwise damaged on account of rain.—C. F. Prouty, Sec'y Oklahoma Grain Dealers Assn.

Bridgeport, Okla., July 16.—Looks as tho the rain had ceased, some is little damaged with worms. Majority of wheat will run 55 lbs. to 62 lbs. Damage is more to soft wheat than the hard. Oats are considerably damaged. Farmers not selling

them. Corn crop is a bumper and in this section of the country looks as tho we were going to have 60 to 75 bus. per acre, with an exceptionally large acreage.—W. C. Boyle, Genrl. Mgr. Indiana Mfg Co.

South Dakota.

Bridgewater, S. D., July 18.—Crop conditions are very favorable.—G. H. Shannard.

Marion, S. D., July 22.—Crops are in excellent condition between Mitchell and this place; a big harvest promised. Many fields are cut.—Way & Thompson.

Mitchell, S. D., July 22.—Crops are maturing fine condition good. Yield promises to be good on all small grain. Corn growing fine and promises now to be a large crop. Weather condition good.—A. A. Truax.

Mitchell, S. D., July 22.—Crops are good about Mitchell. Harvesting of oats and wheat will commence in week or ten days. Oats promises to be of good quality and wheat promises to make a much better yield than last season. Barley is good.—A. H. Betts.

Gary, S. D., July 18.—Rye and early barley and oats are being harvested in this locality, and all small grain crops promise to be a good yield and quality. Corn is backward, but made a fine growth the last ten days.—W. W. Reynolds, mgr., Farmers Eltr. & Supply Co.

Washington

Waitsburg, Wash., July 14.—Crops about an average. Plenty of harvest hands, and wages ruling low.—H. A. K.

Prescott, Wash., July 11.—This is the best wheat section of Washington; crops about an average. Harvesting in full blast.—H. A. K.

Tacoma, Wash., July 9.—As the results of visits made by Chief Grain Inspector Arasmith and Deputy Inspector King to different parts of the state an estimate of the crops has been made by Deputy Alexander Anderson. It is estimated that wheat will yield not to exceed 60% of last year's crop, and oats and barley not to exceed 50% of last year's yield.—Around Waterville the prospects are not as gloomy as at some other points, owing to the heavy character of the soil. In the Ephrata district things look blue, and in the Horse Heaven territory, in Benton county, the prospects are anything but encouraging in the Palouse district conditions are fair.

Wisconsin.

Allenton, Wis., July 18.—Barley cutting is in full blast. The quality is very good, ears well filled and berry heavy.—J. Ruplinger & Co.

Milwaukee, Wis., July 23.—On the strength of numerous inquiries to points in the state I can state without much hesitation that I believe the coming oat crop will be better weight than that of 1907 with the acreage increased about 25% and an estimated yield per acre of 42 bus. Rye I estimate will be increased in acreage about 25% with an average yield per acre of 40 bus. Barley I estimate increased in acreage about 20% with an average yield per acre of 22 bus.—H. Jahns, Jr., & Co.

Too Late to Classify.

Rensselaer, Ia., July 24.—Corn and oats will yield more than last year.—Joseph Ahmann.

Le Mars, Ia., July 24.—Corn and oats are 20 per cent better than a year ago.—F. B. Gallagher.

Hinton, Ia., July 25.—Oats are light. Good stand of corn, which will yield better than last year.—W. T. Mahaffy.

Trinidad, Colo., July 24.—Recent rains have given the third crop of alfalfa a good start. There was no second crop on account of dry weather.—The Bancroft-Martz F. & P. Co.

Sheldon, Ia., July 25.—Crop conditions in this locality are looking fine. Oats and barley are being cut as fast as they can. All small grain promises a good yield. Oats here has some rust in it, but in the aggregate it will be a large yield.—L. J. Button.

Belleview, Kan., July 25.—We are having the wettest summer here we have ever had. Wheat and oats are good crop, but are damaging badly in the shock. Corn gives promise of fine crop. Very little threshing done yet, and wheat is sprouting quite badly in the shock.—E. A. Fulcomer.

Dredging is being resorted to, to remove the wheat that slid from the burning Eltr. D at Duluth into the bay.

The Empire Elevator at Ft. William, Ont.

Canada's greatest grain handling center is at the mouth of the Kaministiquia River. Here are located the large terminals of the Canadian Northern Ry. and the several elevators of the Canadian Pacific railway, as well as the large plant of the Empire Elevator Co., Ltd., the stock of which is owned by several companies controlling large lines of country elevators in Canada. The site upon which the Empire Elevator is located was about the only piece of ground which the railroads had not control of, and they were seeking to buy this at a low figure when a shrewd grain man perceived its value, raised their price and captured the land, which is now worth many times the price paid for it. The ground was soon improved with a working house and later storage was added. Now additional storage is contemplated.

The working house is an iron clad structure 72' by 154'. It is a two track house with 4 pits each; one track with gravity pits and the other with conveyor belts. Four receiving elevators have a capacity of 10,000 bus. each and four cleaning shipping elevators have the same capacity. The hopper bottoms of the bins instead of being of the usual wood construction, are formed of plate steel.

In the cupola are eight sets of 1,000 bu. hopper scales with garners of like capacity above.

The storage house which is 50 feet away, consists of 48 tile tanks 21 feet in diameter and 85 feet high built in a cluster and forming 35 interspace bins. The total storage capacity of the plant is 1,700,000 bus.

The storage building is strictly fire proof built of tile construction. It is supplied with 4 conveyor belts above and 4 below and arranged for the rapid handling of grain, in fact, this elevator is said to hold the record for Lake Superior.

The power house is fire proof brick

structure fitted up complete with steam power outfit.

The elevator was designed and erected by The Barnett & Record Co., and Skillin & Richards Mfg. Co.'s machinery used.

Uniform Bs/L Recommended by I. C. Commission.

The Interstate Commerce Commission has issued Order No. 787 recommending the adoption and use after Sept. 1, 1908, by all carriers subject to the act to regulate interstate commerce the forms for Order and Straight Bs/L which have virtually been approved by the representatives of the shippers and the carriers.

This action comes only after a long series of conferences and hearings and upon petition of shippers who were driven by the arbitrary effort of the carriers of the trunk line territory to force a 120% B/L upon the shipping public, whether they were willing or not, to be up and doing.

The Commission says that, "While the efforts of the committee have resulted in close approach to agreement, at least so far as concerns miscellaneous freight and general merchandise, there are a few points upon which complete accord has not been secured. Of these, the principal one relates to the construction of the so-called Carmack amendment, and that question will doubtless remain unsettled until finally determined by the courts. The bill as now submitted represents in most, if not all, of its principal features a virtual agreement between shippers and carriers.

"Such changes as have been made, and they are quite numerous, have all been in the direction of greater simplicity and are all believed to be in the interest of the shipping public. This change consists in the provision of two forms or kinds of Bs/L, one to be used for "order consignments" and the other for "straight consignments." These two forms will be distinguished by different colors and

each will contain provisions suited to its separate purpose. They will differ only on the face side, the conditions printed on the back being the same in both cases."

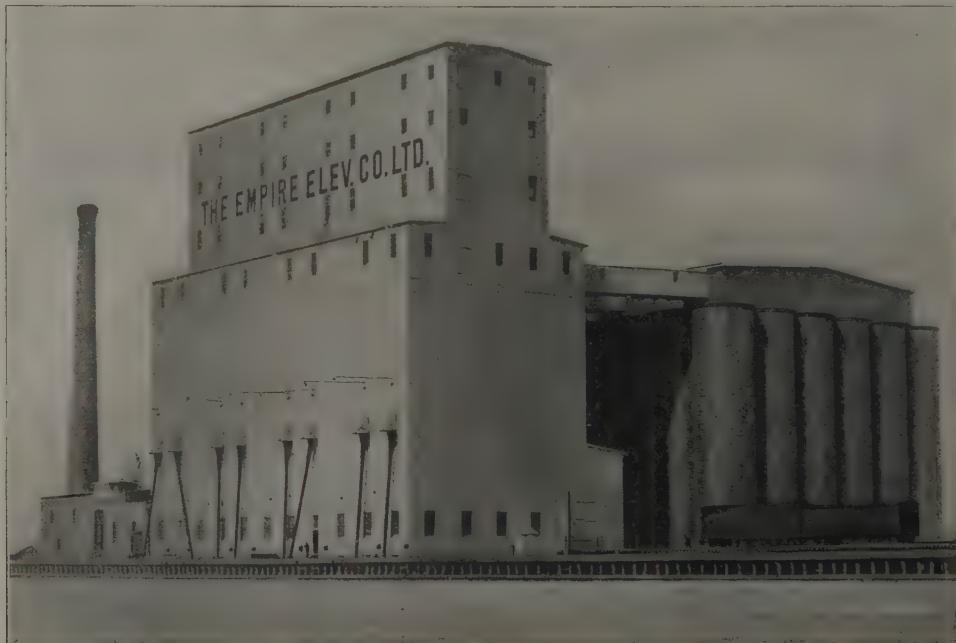
The principal difference is that the order B/L will possess a certain degree of negotiability, while the straight B/L will be nonnegotiable and will be so stamped upon its face. Moreover, the Order B/L will be required to be surrendered upon or before the delivery of the property.

The Commission does not claim the new forms to be perfect and admits that experience may develop the need of further modifications. They represent a compromise between opposing interests. On the one hand they impose obligations of an important character which carriers have not heretofore assumed, and on the other hand retains exemptions to which some shippers may object. In some respects it is less favorable to the shipper than the local laws or regulations of one or more states, but is more favorable to the shipper than the local laws or regulations of most of the states.

Railroad Company.

BILL OF LADING—ORIGINAL— NOT NEGOTIABLE.

Received subject to classifications and tariffs in effect on the date of issue of this original bill of lading at 190— from the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to



The Empire Elevator at Ft. William, Ont.

all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

Notes—The foregoing will appear on the front or first page of the bill of lading.

The bill of lading is to be signed by the shipper and agent of the carrier issuing same, and space shall be provided for this purpose.

The detail arrangement respecting other matters that customarily appear on the face of the bill of lading, such as name of destination, car numbers, routing, description of articles, weights, etc., will be prescribed by the uniform bill of lading committee.

The size of the bill of lading shall be 8½ inches wide by 11 inches long.

Bills of lading covering what may be termed "straight consignments," being those other than "order consignments," shall be printed on white paper.

Bills of lading other than those covering "order consignments" shall be stamped "not negotiable."

..... Railroad Company.
ORDER BILL OF LADING—ORIGINAL.

Received, subject to classifications and

tariffs in effect on the date of issue of this original bill of lading, at 190—, from the property described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned and destined as indicated below, which said company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The surrender of this original order bill of lading properly indorsed shall be

required before the delivery of the property. Inspection of property covered by this bill of lading will not be permitted unless provided by law or unless permission is indorsed on this original bill of lading or given in writing by the shipper.

Notes—The foregoing will appear on the front or first page of the bill of lading.

In connection with the name of the party to whom the shipment is consigned the words "Order of" shall prominently appear in print, thus:

"Consigned to order of

The bill of lading is to be signed by the shipper and agent of the carrier issuing same, and space shall be provided for this purpose.

The detail arrangement respecting other matters that customarily appear on the face of the bill of lading, such as name of destination, car numbers, routing, description of articles, weights, etc., will be prescribed by the uniform bill of lading committee.

The size of the bill of lading shall be 8½ inches wide by 11 inches long.

Order bills of lading shall be printed on yellow paper for convenient distinction from bills of lading covering other than "order" consignments.

Conditions of B/L Recommended by I. C. Commission.

Section 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as herein-after provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from defect or vice in the property or from riots or strikes. When in accordance with general custom or account of the nature of the property, or when at the request of the shipper, the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Sec. 2. In issuing this bill of lading this company agrees to transport only over its own line, and, except as otherwise provided by law, acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for

which any carrier is liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made, the carrier shall not be liable.

Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary stowage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge as warehouseman only, or may be at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays) for loading or unloading, and may add such charges to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the

time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 6. No carrier will carry or be liable in any way for any documents, specific, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. Except the owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alteration, addition, or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

CAPACITY OF STAND OF ELEVATORS.

Grain Dealers Journal: We are indebted to Skillin & Richards Mfg. Co. for information contained in their reply to our queries regarding capacity, etc., of stand of elevators, and would say that the statement made that the 6x11 buckets were on a 17-in. belt, was an error and should have read 12-in.

We are very much interested in answers to H. E. Roberts' inquiry as we are contemplating the erection of a similar loading spout.—M. Young & Co., Winter-set, Ia.

DO NOT DOCK CLAIMS FOR SHORTAGE OF GRAIN.

Grain Dealers Journal: The Santa Fe pays claims when there is evidence of loss by leakage. We do not request any allowance for natural shrinkage in cases where the liability is with the company. However, if the investigation develops a perfectly clear record, the evidence in support of the loading and out-turn weights is not taken as evidence of loss in transit. Trusting this will answer your letter, I am, yours truly, J. E. Gorman, Freight Traffic Mgr., A. T. & S. Fe. Ry., Chicago.

DENVER AND FT. WORTH TERMS.

Grain Dealers Journal: We note in your issue of July 10th an article on page 46 headed: "TERMINAL ELEVATOR FOR DENVER; TEXAS TERMS."

In answer to this article, we would like to advise the writer of same, that Texas buys each year a good deal of wheat and sometimes oats from Colorado. Texas also buys a good many oats and large quantities of wheat from Idaho that comes through Denver, and Texas has always paid shippers demand drafts on grain.

It is true that we have always bot Colorado hay on arrival terms, and it is likely that we will continue to do so, as the hay business is quite different from the grain business. Even with Denver inspection and with Denver weights, proper certificates of grades and weights could not be furnished unless all cars were transferred in Denver. A loaded car of hay cannot be inspected properly and without transferring the hay only track scale weights could be furnished, which would not be always correct on account of the variance in the actual weight of the car and the stencil tare weight.

We hope Denver will have a Board of Trade and be in position to furnish official weights and grades. It will be better for them and for all parties concerned. Such an inspection department has been organized here under the auspices of the Board of Trade, and it has proved very satisfactory to all parties. Texas shippers only want such privileges as are enjoyed by all other reputable

shippers in the principal grain centers of the country. There is no section of the country from which we can buy grain on any terms other than demand drafts.—Yours very truly, Smith Bros., Grain Co., Ft. B. K. S., Ft. Worth, Tex.

DAKOTA GRAIN BUSINESS VERY DIFFERENT FROM THAT IN OHIO.

Grain Dealers Journal: While making a trip thru the Dakotas, sight-seeing, I wrote Mr. Biggs of the Farmers' Terminal Elevator Co. at Hankinson, N. D. as to his advertisement for an experienced man to handle a country elevator, and have accepted a position with the company beginning Aug. 1, contracting to remain 8 months.

I have already learned while looking over the different elevators that the grain business here is very different from what it is in the east and in my old home in Ohio. I would say to young men of the east who contemplate coming west to get into the business, that it is altogether a different proposition here, where you can find in any town 6 to 8 elevators. This competition is not the only thing to consider, for the grades of grain are so much different from those we see in the eastern states.

I realize that in coming here to be employed there is nothing but work, yet with all kinds of chances for promotion to the man that fills his place. I give your Journal credit for this position.—E. R. Barnhouse, Hankinson, N. D.

FIGHT THE DEDUCTION FOR "NATURAL SHRINKAGE."

Grain Dealers Journal: In your issue of June 25, page 765, you commented upon a subject of great interest to grain men, namely, the question of allowances demanded for so-called "natural shrinkage" by the carriers, and the discontinuance of this exaction by some of the principal western lines, naming the Clover Leaf, Burlington, Alton and Rock Island lines particularly as having desisted from the attempt to thus amerce the trade.

When the editorial in the *Grain Dealers Journal* was quoted to several of the officials of lines terminating at Philadelphia, such as the Pennsylvania, Philadelphia & Reading, Lehigh Valley and Baltimore & Ohio, the local representative of the latter road disclaimed for his company any attempt to collect this allowance, either here or in Baltimore; the other companies stated that they are considering the question or evade the issue for the present. The freight claim agent of the Philadelphia & Reading, however, alleges that the Clover Leaf particularly has not desisted from the attempt, but insists upon the allowance.

From my own investigations I find that the trade allows a percentage for natural shrinkage at New York and Minneapolis and that some of the trade allow it elsewhere, but that when dealers insist upon full payment of their claims, without deduction for this alleged shrinkage, they get their money.

The Indianapolis Board of Trade has just passed resolutions of resistance, and if the trade generally will resist the exaction until it can be shown that there is justice to the road behind it, I believe the grain men will be successful in repelling the attempt at their fleecing.—Quaker.

I am well pleased with the *Grain Dealers' Journal*.—P. C. Bayers, agt. John D. Gruber Co., Antler, N. D.

All Elevation Allowances Held Unlawful by Interstate Commerce Commission.

The complaint by the Traffic Buro of the St. Louis Merchants' Exchange against the C. B. & Q., the Mo. Pac., the Rock Island, the M., K. & T. and the Frisco System, which was submitted Dec. 4, has just been made public by the Interstate Commerce Commission in a report by Commissioner Prouty forbidding the granting of elevation allowances at the Missouri River, complained of, and declaring all elevation allowances to be unlawful.

Incidentally with reference to the former Union Pacific decision permitting the payment of $\frac{1}{4}$ cent to Peavey & Co., Commissioner Prouty devotes much of this last deliverance on this matter to showing that the withdrawal of the permission to pay the $\frac{1}{4}$ cent as announced July 9 is due to the change in conditions since 1903, stating that "When the Peavey case came before the Commission the second time every condition in any sense controlling had changed." From the opinion we take the following:

Elevation Facilities a Necessity.—All grain shipped to a particular market to be sold and settled for according to the grade, inspection and the weight of that market must of necessity be elevated, since it cannot, as a practical matter, be weighed in any other manner. In the ordinary course of business all grain must be elevated at the market upon which it is handled, excepting only such grain as is sold in the car for shipment beyond. This grain may be sold upon sample or it may be inspected and graded in the car. It cannot be weighed and the amount of the grain so dealt in is small.

Elevation facilities are absolutely essential to the proper handling of grain. There must be the country elevator and the terminal elevator; and it is for the interest of all parties—producer, carrier and consumer—that these facilities shall be ample. In no other way can the farmer dispose of his product and obtain his money for it when he desires. In no other way can the railroad economically handle this grain from the producer to its final destination. In the interest of the general public, therefore, the construction of ample elevator capacity should be in all proper ways encouraged.

How the Allowance Discriminates.—The defendants, acting upon a decision of this Commission in the so-called Peavey case have established what they term a transfer charge, but what is ordinarily known among grain men as an elevator allowance at the Missouri river of $\frac{1}{4}$ cent per 100 pounds. The railway tariff provides that this payment shall be made to the elevator performing the service and not to the owner of the grain; but the testimony in the case before us shows that, as a practical matter, the operator of the elevator at Missouri river points is almost without exception the owner of the grain, so that in fact the application of this tariff enables the grain owner at the Missouri river to obtain from the railroad company $\frac{1}{4}$ cent of 1 cent per 100 pounds upon all grain shipped by him into that market. The same result follows if the owner of the grain is not also the owner of an elevator, since the elevator which performs the service will give him the benefit of the $\frac{1}{4}$ cent which it obtains from the railroad company. This allowance is treated upon the tariffs of the railroad companies as a transfer charge and is never paid unless the grain is shipped out of the elevator.

While this is termed a transfer charge upon the tariff and is only paid upon grain which actually moves out of Omaha, it is, in fact, upon actual conditions, an elevator allowance, and is paid by the Union Pacific for the purpose of inducing the elevation of the grain at Omaha. In other words, the Union Pacific

pays for the unloading of a carload of grain when discharged into an elevator and requires the consignee to pay for the unloading if that grain is unloaded by any other means. This is a clear discrimination in favor of the elevator against the consignee who does not employ the services of an elevator in the unloading of his grain.

It sometimes happens that grain is sold for shipment beyond, without being unloaded at Omaha. This business is transacted by a commission man, who comes into competition with the dealer operating thru the elevator, and generally the owner of the elevator. Here is a plain preference in favor of the elevator and against the shipper, who has no occasion to employ that facility. The same discrimination would arise against a shipper who, the desiring to use an elevator, did not wish to use it at Omaha.

Taking an Example the discrimination complained of becomes manifest. For this purpose we will assume a shipment from point A in Nebraska to the consumer at point B in Illinois. The rate from A to Omaha is 10 cents, from the Missouri river to St. Louis 9 cents and from St. Louis or the Mississippi river to B 5 cents.

If, now, the consumer at B should himself purchase a carload of grain at A, the cost of transporting that grain would be 24 cents per 100 pounds. In point of fact, the consumer at B seldom, if ever, buys in the country at A, but for various reasons which need not be stated, he purchases of an intermediate grain man at some point like Omaha or St. Louis. We will assume, first, that the carload is handled through Omaha and that the grain dealer at Omaha owns and operates an elevator.

The rate paid in this case, as before, is 10 cents to Omaha, 9 cents to the Mississippi river and 5 cents to B, making a through transportation charge of 24 cents; but the grain dealer at Omaha now receives from the railroad company an allowance of $\frac{1}{4}$ of 1 cent. As between himself and the railroad, therefore he has paid but 23 $\frac{1}{4}$ cents per 100 pounds.

Assume, now, that the shipment, instead of passing through the elevator at Omaha, is handled by a grain dealer who also owns and operates his own elevator at St. Louis. The dealer pays this same transportation charge, 10 cents to Omaha, 9 cents to St. Louis and 5 cents to B, making 24 cents, and he receives nothing whatever from the railroad company.

It is perfectly evident that it costs the St. Louis grain dealer just $\frac{1}{4}$ of 1 cent per 100 pounds more to lay this grain down at B than it costs the grain dealer at Omaha, if we assume that the expense of operating the elevator at Omaha and at St. Louis is the same.

Kansas City Also Favored.—For years these defendant carriers have maintained a certain relation in rates from the fields of production west of the Missouri river to Kansas City and St. Louis. The rate from the field to St. Louis has been the local to the Missouri river plus the local from the Missouri river to St. Louis. Under this adjustment of rates it has been possible to move grain thru either the markets at the Missouri river or St. Louis to eastern destinations upon the same terms as to cost of transportation. To-day this relation has been altered. Grain can be moved to eastern points for $\frac{1}{4}$ of 1 cent per 100 pounds less thru Kansas City than thru St. Louis. This is plainly unjust and should be corrected. Why not remove this discrimination by commanding the defendants to make the same allowance at St. Louis as at Kansas City?

At the present time grain destined for certain parts of Texas and for certain portions of the south receives at St. Louis an elevation allowance of $\frac{1}{4}$ of 1 cent per 100 pounds. By tariff becoming effective since the hearing, lines leading east from St. Louis now allow an elevation fee of $\frac{1}{4}$ of 1 cent per bushel on outbound shipments. If, therefore, these defendants are required to pay $\frac{1}{4}$ of 1 cent allowance at St. Louis, that market will thereby acquire an advantage over the Missouri river. Could we, in order to avoid this result, say that the

defendants need not pay an allowance at St. Louis so long as lines leading out did so; or that the allowance made by them at St. Louis should not be the same as that paid upon the Missouri river, but only sufficient to equalize conditions at these two markets? Could we hold that so long as the Baltimore & Ohio granted the allowance from St. Louis the Missouri Pacific need not apply it to inbound shipments; but that should the Baltimore & Ohio at any time withdraw its tariff upon the outbound shipment then the Missouri Pacific must apply its allowance upon the inbound?

Consider the mill located at B, in Illinois, to which the shipment from A, in our original illustration, was supposed to be made. Assume that the miller, instead of buying his grain from the elevator at St. Louis or at Omaha, elects to go into the field and purchase from the farmer. Is there any reason why this shipper should pay more for a less service than the grain dealer at Omaha, simply because the miller does not require and cannot use elevation at that market?

Consider the mill located at Omaha itself. What imaginable reason is there why grain should be taken to an elevator in Omaha and unloaded at $\frac{1}{4}$ of 1 cent per 100 pounds less than it will be taken to the mill and unloaded, when every physical incident of the two transactions is the same.

Allowance Must Extend West as Well as East.—The effect of these allowances upon the milling industry is more clearly seen by reference to the mills located west of the Missouri river. There are, for example, large milling interests in southern Kansas, and these mills buy directly from the field. In the past they have competed with mills east of the Missouri river which have bot their grain thru elevators located at those markets. To-day all these mills to the east of that river enjoy the benefit of free elevation, or of an elevation allowance which is equivalent to free elevation, and which is $\frac{1}{4}$ of 1 cent per 100 pounds. As compared with a year ago these mills to the east of the Missouri river have acquired an advantage in the purchase of their raw material over the Kansas mills, which buy directly from the producer, of $\frac{1}{4}$ of 1 cent per 100 pounds.

The Commission now has before it a complaint from a company operating a terminal elevator some 40 miles west of the Missouri river. This company sells grain which passes thru this elevator in competition with grain elevated at the Missouri river. The evidence clearly shows that without this allowance this concern must go out of business at that point. This allowance must extend, therefore, not only to the east but to the west.

Free Elevation Can Be Prohibited.—It is said that we ought not to prohibit the payment of these allowances for the reason that we cannot prevent the granting of free elevation, and that to prohibit the allowance by railways not owning elevators while their competitors who do operate elevators can grant to their shippers free elevation would be unjust. If it be true in fact that free elevation cannot be prevented, we should certainly hesitate to attempt to prohibit the payment of the allowance. If the Great Western railway, owning as it does an elevator at Omaha, can give free elevation, every other line must also construct and own an elevator at this point. The business of elevation would be entirely done by railroad elevators, and every private establishment of that kind would be virtually confiscated.

But we do not by any means concede that free elevation cannot be prohibited. Upon the contrary, there is no difference in principle between the giving of the service and the giving of the money with which to buy the service, and we have no doubt that this Commission has the same jurisdiction to prohibit the granting of the free service which it has to prohibit the payment of the allowance.

It is without doubt the right of the Union Pacific Co. to provide at Omaha storage facilities into which its cars can be unloaded and thereby promptly released. That company may without question provide for the

transfer of grain from its own cars to the cars of its connection when that is necessary to complete a thru shipment. It can provide these facilities either by an outlay upon its own part or by contracting for the performance of the service at so much per bushel. This service pertains entirely to the transportation of the grain. The shipper has no possible interest in it, and it is entirely immaterial to him by what means that is effected, provided the service of transportation be properly performed.

Special Privilege to Weigh and Inspect is a Discrimination.—If, however, the Union Pacific Co. gives to the shipper over its line the privilege of securing for nothing an official weight and inspection of his carload of grain; if it issues to him a certificate by which it agrees to hold a certain amount of grain of a certain grade at the pleasure of the shipper and send that grain forward to whatever destination the shipper names, an entirely new element is introduced into the transaction. This is not an incident of transportation, nor is it performed for the benefit of the carrier. It is a part of the grain dealer's business, is for his benefit, and is of value to him. If it is accorded to one dealer and not to another, a preference in favor of the dealer who receives it arises. This service the railroad company has no right to render free when this works an undue discrimination against other shippers.

We hold that a railroad company by extending a privilege of value to one member of the shipping public, when that privilege is in the nature of things not desired and cannot be used by other members of the public, is thereby guilty of a discrimination in favor of the one who can and does use the privilege. This discrimination may or may not be undue, according to the circumstances of each case. In the great majority of instances such discriminations are not in fact unlawful. But upon the facts now before us the granting of free commercial elevation or the payment of an elevation allowance must be held an undue discrimination and therefore unlawful. Such an allowance by the Union Pacific at Omaha is not open to the whole public, but only to those members of the public who have an occasion to use an elevator at Omaha.

It is ordered, that the defendants, the Chicago, Burlington & Quincy R. R., the Missouri Pacific Ry., the Chicago, Rock Island & Pacific Ry., the St. Louis & San Francisco R. R. and the Missouri, Kansas & Texas R. R. be, and they severally are hereby, notified and required to cease and desist, on or before the first day of October, 1908, and for a period of at least two years thereafter abstain from giving, or paying $\frac{1}{4}$ of 1 cent per 100 pounds or any other sum as an allowance or compensation for service rendered in the elevation of grain at Kansas City, Mo., and other Missouri river points on their respective lines, or points or places in territory adjacent thereto. Tariffs withdrawing said allowance may be made effective upon thirty days' notice to the public and the Interstate Commerce Commission, given in the matter required by law and must contain the notation that they are issued under the authority hereby granted.

Geo. A. Wells has been re-employed as sec'y by both the Western Grain Dealers Ass'n and the Western Grain Dealers Mutual Fire Ins. Ass'n.

Scarcely had Special Agent Davis of the Dept. of Agri. landed in Europe before he sent word that durum wheat ad-mixture was ruining our export flour trade and advocated a curb on the production of the macaroni cereal. The Dakota miller who is building up a large business by selling durum wheat flour under its true name and contemplates building a 1,000-barrel durum wheat mill at Minneapolis naturally will object to curtailing the crop that is so profitable when confined to semi-arid regions.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WHAT ARE THE RATES PAID FOR ELECTRICITY?

Grain Dealers Journal: I would like to know what flat rates and meter rates are paid by grain men for electricity used for a 10-h.p. motor in elevator.—J. Pohl.

DIFFERENCE IN PRICE OFFSET BY WEIGHT OF BUSHEL.

Grain Dealers Journal: In answer to query of Springfield in issue of July 10th, I would like to ask him what to do after offering a farmer a price on ear corn at 75 lbs. per bu., he would inform you that he could beat that at your competitors. Afterwards asking him if he got the bid raised, he would reply that he got the same price but got 80 lbs. to the bu.—Nebraska.

MORE WASTE IN LIGHT WEIGHT WHEAT.

Grain Dealers Journal: In reply to question in July 10th issue, I shud endeavor to explain to the farmer that 60 lbs. of wheat testing 55 lbs. to the measured bu. did not make as much flour as 60 lbs. of wheat testing 60 lbs. per bu., for the reason that there would be more waste in the light weight wheat, and that the flour would not be of as great strength or quality.—A. L. C.

STATION AGENT'S DUTY TO CLOSE CAR DOOR.

Grain Dealers Journal: We have had some trouble with our station agent about closing doors on a car after it has been loaded.

These doors are hard to shut, of course; and he will not sign B/L until closed.

We would like to learn whether it is not the duty of the agent to close the car door. If doors would shut easy we would close them. The car is still standing on track loaded.—Frerichs Bros., Holland, Ia.

Ans.: It is incumbent upon the railroad company to furnish equipment that will carry the grain safely from point of origin to destination, and a car the door of which can be closed.

PROPER EQUIPMENT AND SPEED OF LEG.

Grain Dealers Journal: In replying to query of M. Young & Co., we will repeat their questions:

Q.—What should be proper speed of head pulley?

A.—36 revolutions per minute.

Q.—What should be proper diameter of head pulley?

A.—36 in. diameter.

Q.—What should be proper point of discharge or cut-off?

A.—Not less than 12 in. below center of head shaft.

Q.—How far apart should buckets be on belt? —

A.—16 in. centers.

Q.—What should be actual working capacity of such a stand of elevators in bushels per hour?

A.—1,490 bushels.

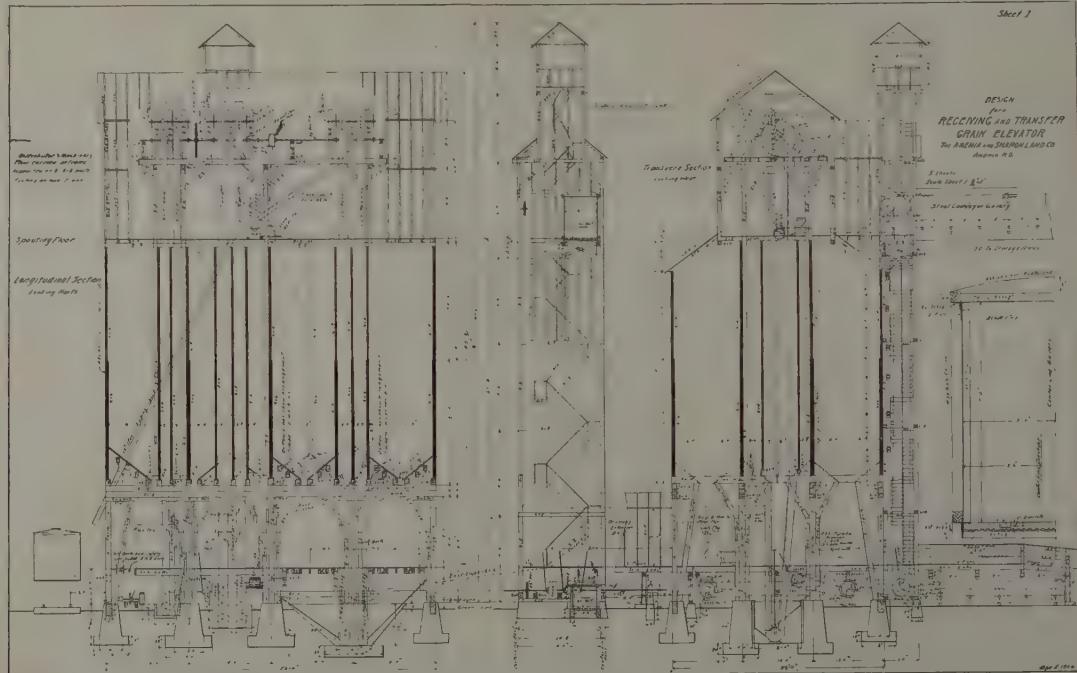
NOTE: 17-in. belt is wider than necessary; 12-in. will be sufficient.—Yours very truly, WELLER MFG. CO., Chicago, F. J. Weller, Pres.

The Amenia & Sharon Land Co. Elevators at Amenia, N. D.

The Amenia and Sharon Land Company and associated land companies under same management, with headquarters at Amenia, N. Dak., own about 43,000 acres of Red River Valley lands in Cass county, North Dakota, all being under cultivation, cut up into about 80 farms, each with good buildings and occupied by a resident tenant. The company also has an elevator at Chaffee, N. D., of 60,000 bus. capacity. The elevators at both points are equipped with latest cleaning machinery, and all grain is thoroly cleaned before shipping. The screenings are fed to sheep and hogs.

In addition to the public elevators of the companies they maintain a seed elevator of about 30,000 bus. capacity at Amenia and one of about 25,000 bus. capacity at Chaffee where nothing but pure, select varieties of seed grain are stored. They also operate an experimental farm of 640 acres at Amenia, N. D., for testing the comparative merits of different varieties of grain and for growing absolutely pure, select seed of those varieties which have after continued tests proved most desirable for the Red River Valley. In addition to the seed required for its own farms the A. & S. Land Co. sells annually large quantities, grown on its own lands, of the very best strain of blue stem wheat, Primost flax, pure white Russian oats, Manshury barley and northwestern Dent corn. H. F. Chaffee, president and resident manager of the Amenia Land companies, and W. R. Reed, treas. of same, are also treasurer and secretary respectively of The John Miller company, also of the Chaffee Miller-Milling company.

The elevator and annex illustrated herewith were erected in the summer of 1906 by L. O. Hickok & Son and has handled the company's business at Amenia very successfully since.



Longitudinal and Cross Sectional Views of the Amenia & Sharon Land Company's Elevator at Amenia, N. D.

The elevator proper is 36x56 ft. in plan with a full basement. The work floor with a clear height of 14 ft. contains the cleaning machines, consisting of a No. 6 "B" Monitor Flax Separator, a No. 9 Monitor Separator, and a No. 22 Eureka Scourer. A self-contained safety car-puller is located in the basement.

Two bays of the work-floor are arranged for receiving grain from wagons. Two 6-ton Dump Scales are abreast. The dumps are served with two stands of legs with 11x7 cups. Two other stands of legs with 11x7 cups serve the cleaners and two legs with 7x5 take care of the screenings.

The cribbed bins are carried up to 42 ft. above the work-floor.

The cupola is two stories in height. The spouting floor is carried on the bin walls, as is also the cupola proper. The machinery or head floor, however, is carried on posts from the timber frame carrying the bins. The head floor and all the machinery is independent of the cupola and the bins.

The stairs and rope drive are located in a tower.

The 20 bins in the elevator have a total capacity of 62,000 bus.

At a distance of 56 ft. from the elevator is located the storage annex, 96x36 ft., containing 16 cribbed bins, 58 ft. in depth, with a total capacity of 150,000 bus.

The annex is connected with the elevator by upper and lower 20-in. belt conveyors, contained in steel frame galleries between the buildings. The end of the annex adjacent to the elevator is protected by a fire wall consisting of board sheeting covered with several plies of sheet iron and asbestos.

The exterior of both buildings is covered with galvanized iron.

Power is supplied by a large gasoline engine located in a separate brick building.

On further good bulges I advise profit-taking in September corn and replacing of orders lower down. The Southern cash corn demand that has drawn corn away from Chicago for several months has declined. Remember the famous saying of Baron Rothschild, "I made my money by buying before bottom was reached and by selling before the market reached top."—E. W. Wagner.

Tri-State Grain Dealers Meet.

The seventh annual meeting of the Tri-State Grain Dealers Ass'n was called to order by Pres. Crandall in Richmond Hall, Minneapolis, Wednesday, July 15, at 10 o'clock a. m. Only a small number of dealers were present.

Pres. Crandall immediately appointed the following Nominating Comite which adjourned to an adjoining room for deliberations: G. H. Shanard, J. L. McCaul, C. W. Thompson, E. E. Mitchell, E. P. St. John, J. T. Scroggs, V. E. Butler.

The Nominating Comite soon reported as follows:

For President, F. E. Crandall, Mankato, Minn.; Vice-Pres., J. T. Scroggs, Beresford, S. D.; Sec'y, J. J. Quinn, Minneapolis.

The Governing Board: A. H. Betts, Mitchell, S. D.; V. E. Butler, Heron Lake, Minn.; C. H. Leaman, Minneapolis; W. A. Forsaith, Hadley, Minn.; E. W. Ketcham, Madison, S. D.; A. F. Brenner, Minneapolis.

The report of the Nominating Comite was accepted as read.

J. J. Quinn then read his report as Treasurer which shows that the organization has \$3,591.88 in assets, \$3,308.88 of which is cash deposited in various banks. The treasurer's report was accepted as read.

The President: Are there any other matters to come before this meeting? There are so few present that it would not seem advisable to discuss any questions at length.

J. L. McCaul: Gentlemen, I want to be excused in a minute. A number of men identified with this Ass'n have been discussing the question as to whether or not we should disband. Personally I think it is a poor time to quit. I believe there will be an opportunity for us to do a great deal of good in the future as we have in the past. Tho we are confronted with many unreasonable and unfair conditions yet I believe the thing for us to do is to stay together. We know that our president and secretary have done splendidly and that their work should be highly commended. In fact I make that as a motion that we offer a vote of thanks to our president and secretary. Do I hear a second to the motion? The motion was seconded and unanimously carried.

The subject of scale inspection was shortly discussed. J. J. Quinn stated that the Ass'n had been unfortunate in hiring an inspector and that at the present time it had none. The man whom they hired upon splendid recommendations proved to be very incompetent and the Ass'n had failed to get a good man.

The subject of railroad leases was discussed. A few of the dealers complained that the rates for elevator sites had been doubled upon them by the railroads and they wanted to know whether or not there was a limit to which they could hold the railroads. It was finally moved that in case a test case should be made by some dealer who is a member of the Ass'n of the right of the railroad to charge whatsoever rate for leases it pleased, that the Ass'n would stand behind said member, provided the test was made under the supervision of the Governing Board. The motion prevailed.

Upon motion the meeting was adjourned.

Milwaukee was represented by J. A. Mander, W. M. Bell and B. G. Ellsworth, rep. L. Bartlett & Son Co.

C. A. McCotter of Indianapolis, Ind., and C. R. McCotter of Sioux Falls, S. D., represented the interests of the Grain Dealers Mutual Fire Insurance Co.

Among those present were: V. E. Butler, Heron Lake, S. D.; A. H. Betts, Mitchell, S. D.; C. W. Thompson, Parker, S. D.; Geo. Shanard, Bridgewater, S. D.; F. E. Crandall, Mankato, Minn.; J. N. Hymes, Volga, S. D.; J. T. Scroggs, Beresford, S. D.; W. A. Forsaith, Hadley, Minn.; E. W. Ketcham, Madison, S. D.; A. E. Conner, Arlington, S. D.; H. J. Pier, Hurley, S. D.; C. W. Thompson, Parker, S. D.; E. W. Dittes, Kenyon, Minn.

The past week has been an interesting one in the wheat trade, and should some of the rumors that have been circulated prove to be actual facts, their importance in shaping prices hereafter will be most marked. Reports of disappointing yields have been numerous in this country, and should the damage to the spring wheat crop thru drouth prove true, an added impetus will be furnished. Now comes the report that the situation in the Argentine is unfavorable and that the French crop will yield poorly.—*Baltimore Produce Report*, July 25.



The Amenia & Sharon Land Company's Elevators at Amenia, N. D.

Grain Carriers

The Western Classification Committee met July 21 at Manitou, Colo., to consider minimum weights on commodities.

The boats running between Kansas City and St. Louis are picking up considerable sacked wheat along the Missouri River.

Holders of water rights on the line of the enlarged Erie Canal have begun suits that may delay the completion of the barge canal for many years.

Idle cars continue to decrease in number. On July 8 the surplus as reported by the American Ry. Ass'n was 303,560, compared with 313,398 on June 28.

The Shawnee Central Ry. has completed surveys for 120 miles between Shawnee and Muskogee, Okla., and construction contracts are to be let about Aug. 1.

Empty cars are being rushed to the wheat centers by the Missouri Pacific. One thousand empties were recently distributed to heavy shipping points on the Wichita division.

Grain receipts at Montreal were heavy July 13 when the first boats arrived thru the Cornwall Canal, where the break had held them 18 days. The temporary channel is but 60 ft. wide and boats have to be towed thru.

The Dominion government has announced that it will introduce a bill in Parliament for the early construction of a railroad from the wheat fields of the west to Hudson's Bay. Grain exporters of Montreal declare the proposed railway to be impracticable as a grain route.

The Illinois Central has met the protest of the Milwaukee Chamber of Commerce by a promise to put in the same rates to Milwaukee as to Chicago in connection with the Chicago, Milwaukee & St. Paul Ry. via Freeport, Ill., on all kinds of grain from Illinois Central stations in Iowa, Minnesota and South Dakota.

The Interstate Commerce Commission in an opinion by Mr. Prouty July 15 decided that the Hecker-Jones-Jewell Milling Co., of New York, is not entitled to the export rate on grain from the west which it grinds into export flour, but is entitled to the same rate upon the grain that the Baltimore & Ohio Railroad accords to interior mills upon export flour milled in transit.

The Dominion government engineers have recently reported that the proposed canal from Georgian Bay to the St. Lawrence River by way of the French and Ottawa Rivers is feasible. The cost is estimated at \$100,000,000 for a 22-ft. channel. This route is 280 miles shorter than the present St. Lawrence route and 420 miles shorter than the Erie Canal route from Fort William.

Railroad rates must be advanced or the country will stop. If the railroads do not secure an advance in freight rates they will be unable to expend the \$600,000,000 or so a year for new rolling stock and facilities without which they must go behind. The loss of this \$600,000,000 will be a loss to manufacturers. It will be felt by the people. This direct expenditure by railroads is enormous if followed in all of its ramifications. Compared to it a moderate ad-

vance in rates is a mere nutshell.—James J. Hill.

The Interstate Commerce Commission has recently granted refunds to the following: H. A. Hillmer Co., \$13.36 by the Illinois Central on a shipment of oats from Wadham, Ill., to Memphis, Tenn.; Roaheen-Cary Grain Co., \$4.93 by the St. Joe & Grand Island Ry. on a shipment of ear corn from Troy, Kan., to St. Joseph, Mo.

In pursuance of their program to advance freight rates the railroad presidents met at New York July 16 to consider the preparations which had been made by their officials. While no definite action was taken Pres. Delano of the Wabash says that increases will be made on many classes and commodities and that before long.

The McCaul-Dinsmore Co., of Minneapolis, Minn., has filed complaint against the Chicago Great Western to recover \$149 for wrong routing of 11 cars of wheat between Farmer, Hastings and Brenner, Neb., and Chicago, to be milled in transit at Minneapolis. The shipments went via St. Joseph, Mo., at 35 $\frac{1}{2}$ c, when the route thru Omaha made the rate 33 $\frac{1}{2}$ c.

A ruling by the Interstate Commission that grain must go forward on the thru rate in effect at the time the shipment originated is sought to be enforced by U. S. District Atty. A. D. Van Valkenburg who brot, a friendly suit July 11 against the Missouri Pacific, Alton, Rock Island and other roads at Kansas City. When grain is milled in transit at Kansas City the railroads charge a higher rate on the product, the rate from Kansas City east having advanced.

Sam Williamson of Salt Lake, Utah, asks the Interstate Commerce Commission to grant \$116 reparation from the Oregon Short Line on account of an unreasonable rate on grain from Wooley's Spur, Idaho, to McKinney, Tex. The rate on a car of wheat was 88 $\frac{1}{2}$ c per 100 lbs., while the rate from Idaho Falls, a greater distance on the same line, to McKinney was 60 cents. Small wonder that the Harriman lines pay 10 per cent dividends and pile up surpluses.

Rates to Texas common points from all territories will be advanced on all classes and commodities 4c to 10c per 100 lbs., effective Aug. 10. Following this advance by the Southwestern Freight Ass'n a similar advance for all the territory south of the Ohio River and east of the Mississippi was decided on to go into effect Sept. 1. The Southeastern Freight Ass'n will join with the Southeastern Mississippi Valley Ass'n in making the general advance effective.

All the railroad men with whom I talk assure me that business is getting better. Fewer and fewer cars and locomotives are idle. When, after the crop has been harvested, business is once restored to normal, there will be an effort to make up for lost time, and then it will develop that during the period of short revenues the roads have been scraping along on the smallest possible maintenance and repair appropriations.—Interstate Commerce Commissioner Martin A. Knapp.

The Union Pacific Railroad is defendant in two complaints regarding discrimination in granting elevation allowances, filed July 13 by the Cavers Elevator Co. and the Crowell Lumber & Grain Co., both of Omaha, with the Interstate Commerce Commission at Washington. The basis of the complaint is that while the Union Pacific paid the allowance to ele-

vators on its own tracks, it has refused to make the allowance to elevators on other lines even tho the grain originated at and was destined to points on its own line. The complainant first named asks \$976 and the latter \$775 reparation.

In the suit by the New York Hay Exchange Ass'n the Interstate Commerce Commission recently decided that the present track storage charges on hay are excessive; but that the railroads may properly impose a track storage charge, in addition to demurrage, of \$1 per day for the 3d and 4th days after the car has been placed, and \$2 per day for the 5th and all subsequent days. The schedule against which the receivers protested provided: For the first two days, nothing; for the third day, \$1; for the fourth day, \$2; for the fifth day, \$3; for the sixth day, \$4; for the seventh day and each succeeding day, \$5.

The Brook-Rauch Mill & Elevator Co., of Little Rock, Ark., which some time ago filed complaint with the Interstate Commerce Commission against the Missouri Pacific for alleged discrimination in favor of the T. H. Bunch Co., has filed motion for an immediate judgment against the Iron Mountain & Southern R. R. Co., on an admission by the latter that it owns the site, elevator, mill and warehouse of the T. H. Bunch Co. at Argenta. Plaintiff asks the Interstate Commerce Commission to place the property in the hands of an employee of the railroad to be operated as a public elevator, warehouse and mill at established rates for the benefit of the public.

As a lawyer I am willing to hazard the opinion that such an increase in rates as was contemplated by the eastern railroads at their meeting July 16 in New York would be in direct violation of the anti-trust law. When practically all the eastern railroads, and for that matter, all the roads of the country, by a mutual agreement raise rates, it is, to my mind, a procedure which brings them under that clause of the anti-trust law which prevents pooling and illegal combinations. Whether or not there is any necessity now for an increase of rates, I am not prepared to say. If the increase should come the Commission will have ample time to decide that point. I am convinced, however, that the railroads will give the anti-trust law careful consideration before they attempt a general increase of rates. A similar case came up in Georgia some time ago during some lumber dealings. Federal Judge Speer decided that the railroads had formed an illegal combination in increasing the rates and the supreme court affirmed the decision.—Interstate Commerce Commissioner Judson C. Clements.

A circular entitled "Mr. Brown's Arguments Held Fallacious" will be sent out by the Illinois Manufacturers Ass'n, in its fight against the rate advance. In this circular O. C. Barber says: It was not true prosperity to the people of the country that the increased earnings were used to buy other railroads, as was done by the New York Central railroad when it purchased all the traction lines between New York and Buffalo that in no legitimate way could have an effect on the earnings and value of the New York Central lines. This is not only applicable to the New York Central railroad but to all other trunk lines, and it did not extend solely to traction lines, as instance the Union Pacific holdings of other corporate lines that they wished to control that they might augment their own wealth and rob the people by undue charges. Had

these earnings been utilized to improve the physical condition of the roads from which they had made such vast returns, there would have been no shortage of transportation or of cars or trackage facilities to take care of the rapidly increasing business of the country. Had the latter course been pursued, there would have been no cause for advance of freight rates or railroad charges, but the great increase the railroads would have received from their increased business would have enabled them, without further increase of capital or further watering of stocks, to have reduced their rates of freight and given better service to all concerned. Such a course would have been real prosperity instead of the fictitious prosperity produced by their manipulation of stocks and attempted manipulation of competing lines of railroad.

It seems that the conference called by the Illinois Manufacturers Ass'n at Chicago May 15 to protest against the contemplated 10 per cent advance in freight rates was not so effective as the 50 commercial organizations hoped when they authorized Pres. Upham to appoint a committee to fight the advance. The threats to stop the advance by court injunctions, it was thought, would deter the railroads, and the committee never was appointed by Pres. Upham until very recently, after the presidents announced their purpose to make the advance. The committee is composed of Fred W. Upham, Chicago, Manufacturers' Ass'n; Alfred Brandeis, Louisville, American Shippers' Ass'n; E. E. Williamson, Cincinnati, Receivers & Shippers' Ass'n; Paul Arbenz, Ottumwa, Ia., Iowa State Manufacturers' Ass'n; Charles R. Sigh, Grand Rapids, Mich.; Grand Rapids Board of Trade; Geo. W. Bond, Baltimore, National League of Commission Merchants; James S. Agar, Chicago, American Meat Packers' Ass'n; W. A. Vawter, Chicago, National Association of Manufacturers; Ira C. Bassett, Pittsburgh, Pa., Pittsburgh Chamber of Commerce; O. F. Bell, Chicago, National Industrial Traffic League; U. G. Orendorff, Canton, Ill., National Ass'n of Agricultural Implement & Vehicle Mfrs.; E. F. Perry, New York city, National Wholesale Lumber Dealers' Ass'n; Marshall Hall, St. Louis, Merchants Exchange of St. Louis; E. H. Gary, New York City, United States Steel Corporation; Charles G. Ross, Brooklyn, Manufacturers Ass'n of N. Y.; C. I. Pierce, Kewanee, Ill., Illinois Manufacturers' Ass'n; E. V. Babcock, Pittsburgh, Pa., National Hardwood Lumber Ass'n; W. V. Kelley, Chicago, American Steel Foundries. The first meeting of the committee was called for July 24 at Chicago.

Letter postage to the United Kingdom will be reduced effective Oct. 1 to 2 cents an ounce instead of 5 cents.

The Mercantile Town Mutual Insurance Co. has been temporarily restrained from doing business, by the circuit court at St. Louis, at the instance of W. D. Van Diver, superintendent of insurance, on account of its alleged improper methods.

Distilleries suddenly increased their grind of corn July 1, when the pure food law as applied to distillery products became operative. Under the new law spirits must be marked for what they really are, as high wines, alcohol or spirits, blended whisky or imitation whisky. The new regulations protect the drinker, tho they play hob with the private brands of the whisky merchants.

New Grain Tariffs.

Among the new tariffs filed with the Interstate Commerce Commission recently and reported in the *Traffic Bulletin* are the following:

Illinois Central, No. 125E, wheat, corn, rye, oats and barley from Council Bluffs and Omaha, when from beyond, to Evansville, Ind., Henderson and Louisville, Ky., effective Aug. 5.

Illinois Central, No. 1941A, from Council Bluffs and Omaha, when from beyond, to Memphis, Tenn., wheat 15c; corn, rye, oats, barley, bran and meal, 14c, effective Aug. 5.

Illinois Central, No. 2291C, wheat, 28c, effective Aug. 5, from Chicago, Harvey and Blue Island, Ill., when originating beyond, to Knoxville, Tenn.

Delaware, Lackawanna & Western, No. C4249, grain and grain products, from Buffalo, N. Y., to Olean, Friendship and stations Perkinsville to Hornell, N. Y., 6c, and stations Niles to Weston, N. Y., 7c, effective Aug. 4.

Chicago, Milwaukee & St. Paul, No. GFD2929B, effective Aug. 5, wheat 12½c, from Jefferson and McCook, S. D., to Clinton and Davenport, Ia., and Rock Island or Moline, Ill.

Chicago, Indianapolis & Louisville, No. 950A, barley, buckwheat, corn, kaif corn, popcorn, oats, rye, speltz and wheat, 7c; grain products, 8c, from Chicago and Hammond, Ind., to Hamilton and Dayton, O., effective Aug. 5.

Chicago, Indianapolis & Louisville, No. 440, corn, wheat, barley, oats and rye, from Westville, Haskell and Wanatah, Ind., to Chicago and Hegewisch, Ill., a reduction to 5½c effective Aug. 4.

B. & O. S. W., grain from East St. Louis, Ill., to Indian River and Rower, Mich., 15c, effective Aug. 15.

C. M. & St. P., salvage grain from Duluth to Chicago and Milwaukee, 7.5c, effective July 15 by special permission, and expiring Aug. 15.

Ill. Cent., No. C4706, grain from Peoria and Pekin, Ill., when from beyond, to Cincinnati, Jeffersonville and New Albany, 7c, and via L. H. & St. L. and Sou. Ry. only to Louisville, Ky., 8c, effective Aug. 12.

Mich. Cent., No. GFD7598, grain, from Frankfort, Matteson and Spencer, Ill., to Hammond, Ind., and Kensington, Ill., 2½c in carloads and 8c in less than carloads.

Vandalia, No. 2980, wheat, from stations Paris to Farmdale, Ill., inclusive to Chicago, 7c.

Lake Erie & Western, No. 2587, grain from Bluffton, Ind., 8c, and from Komoko 7c to East St. Louis, from same points to St. Louis 8½c and 7½c, effective Aug. 10.

Rules governing the shelling in transit of corn have been issued by the C. C. & St. L. in Circular C480.

Reshipping of corn and oats at Evansville, Ind., when drawn from points in Indiana and Illinois, to Mobile, Pensacola and New Orleans are governed by a new tariff, of the Louisville & Nashville, No. R C Circular, 1877 and 1878, effective Aug. 16.

Cleaning of grain in transit is provided for by the Minneapolis & St. Louis in tariff No. ICC1982 for Estherville, Ia., and in ICC No. 1979 for Des Moines, Ia.

Tariffs governing milling in transit have been put in by the Illinois Central for Memphis, Tenn., by the Erie for stations on Erie.

Settlement of grain door expense is provided for by the C. C. & St. L. in ICC No. 4375; and by the B. & O. in ICC No. 7611. Rules governing the furnishing of grain doors are given by the Vandalia in its Circular 137.

Rates on corn cobs have been put in by the E. & T. H. from Indiana stations to Evansville.

Elevator and other charges on grain at Port Richmond, Philadelphia, Pa., are prescribed by the Philadelphia & Reading in ICC No. J800.

The absorption of inbound switching charges on grain at Chicago is provided for by the Pere Marquette in ICC No. 1822.

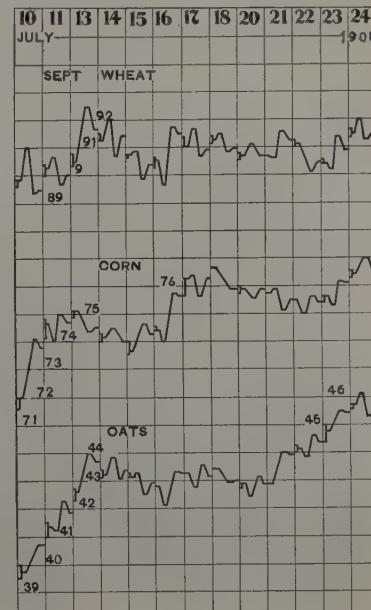
Allowances for transfer of grain are covered by the Lake Shore & Michigan Southern in ICC No. A2298 for Toledo, O., and in ICC No. A2295 and A2300 for Cleveland and Sandusky, O. The rules governing the handling of grain thru the transfer elevator at Bourbon, Ind., are given by the Pennsylvania Co. in ICC No. F79.

The Grand Trunk has filed tariffs, ICC Nos. 1002 and 1003, on ex-lake grain to be milled in transit and on oats to be bagged, cleaned, clipped and reshipped, from Port Huron, Mich., to eastern and Canadian points for export, effective Aug. 6. The Pere Marquette has also filed two tariffs ICC Nos. 1691 and 1692 on grain and grain products from western points to eastern and Canadian cities for export, effective July 31.

An export tariff on grain, grain products, hay and seed has been put in by the Rock Island from its stations in Iowa, Minnesota and South Dakota to Memphis, Tenn., Mobile, Ala., and New Orleans, La., effective Aug. 12; railroad No. GFD19684B.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to July 25 are given on the chart herewith.



The Handling of Water Borne Grain in the Baltimore Market.

BY CAPTAIN BIG HEART.

In all the early Colonial records grain and tobacco are spoken of as the principal products of Maryland, and the first grain exported by the American Colonies was from Baltimore in 1726. From that time, except for short periods during the wars of the Revolution and 1812, there has been a regular movement of grain from Baltimore to Europe, varying only according to crop conditions here and abroad.

The first grain came from adjacent sections tributary to Baltimore, by small craft. Following the development of sections North and West, grain was received by wagons. Later, the making of stone roads or pikes bore increased receipts, and the construction of the National Pike by the U. S. Government westward to the Ohio River opened up a large producing section to the Baltimore market. Railroads, however, supplanted the Conestoga wagon, and while to some extent they have also penetrated sections of southern Maryland, whose outlet at one time was by water transportation only, nevertheless the movement of grain by small vessels from points on the Chesapeake Bay and its tributaries, to Baltimore, still continues, and has always been an important factor in Baltimore's grain business.

AS EARLY as 1711 the first flour mill was constructed in Baltimore, and the milling industry continued to develop until Baltimore's brands of flour were known throughout the world, and for many years it was the chief source of supply for South American markets. Baltimore at one time enjoyed the well merited distinction of being the largest flour market of the world, which position it held until the development of the spring wheat sections. This and the utilization of the magnificent water power of the upper Mississippi River transferred to Minneapolis the record of being the great flour milling center of the world; but it is a fact that the pioneers in that Northwestern milling development profited greatly by Maryland's early experience.

In earlier periods the quality of Maryland wheat was regarded as of the highest order and especially desirable for milling, but in more recent years garlic has become the curse of Maryland wheat

growers. This pestiferous little onion is now found everywhere in large or small quantities. Farmers claim that it is indigenous and cannot be eradicated, while some others assert that it can at least be held in check. Be this as it may, it is yearly increasing, also extending farther west, and a fortune awaits the man who will devise means for its extermination.

DURING AND AFTER Colonial times, when Maryland was a slave State, its best producing lands were owned by a class of well-cultured, intelligent men, and farmed by slave labor. These planters, as they were styled, were kind but precise in their business and social methods, and no Kentucky horseman was ever more solicitous in the care of his thoroughbreds than were these planters in regard to their slaves, realizing that health, strength and cheerfulness were essential in obtaining the highest efficiency in labor; and the Mistress of the Manor tenderly cared for the slaves in sickness, and at least once a week gathered them together for religious and other instructions. The affection existing between master and slave was deep, and sometimes touching. Surely no such fiction as "Uncle Tom's Cabin" could have been suggested from the plantations of the old Maryland slave-holders.

These planters regularly consigned their grain and tobacco to Baltimore commission merchants, who were regarded as their factors or agents. These commission merchants not only disposed of the grain and tobacco, but furnished the necessary supplies of clothing and groceries throughout the year, and to a large extent acted as bankers, as well as commission merchants. Thus the custom of the producer shipping his grain direct to his commission merchant was established, and this is in vogue today, it being the exception for grain to be received in Baltimore from tide-water sections except direct from the farmer to his commission merchant.

THE PASSING OF SLAVERY did not materially change the general custom of handling and marketing grain, but the insufficiency of labor introduced the tenant farmer who tilled the soil and harvested the crop on shares. For the most part the farms have remained in possession of the descendants of their early owners, who maintain the old customs as far as practicable, and the tide-water sections of Maryland have not adopted the method of diversified farming which has become so general elsewhere, wheat and corn

still being the staple products. Maryland is a small state compared with the area of the newer and great producing states of the west. The western counties are mountainous and underlaid with coal and minerals, therefore the farming is done in the central and eastern sections; nevertheless the State produces annually approximately 23,000,000 bus. of corn and 16,000,000 bus. of wheat. In addition, considerable grain comes to the Baltimore market, from tidewater Virginia, handled under similar conditions, and it will therefore be seen that the marketing of this water borne grain is a business of considerable local importance.

THE TERRITORY contiguous to Chesapeake Bay, especially that on the Eastern Shore, is penetrated in every direction by bays, creeks and rivers, and generally speaking, almost every farm in that section has a water front, or easily accessible thereto, where the small craft can tie up at the farmer's landing, and take on board his grain. It is not uncommon for a vessel to commence loading grain well up stream where the water is shallow, and then drop down in deeper water to complete cargo. These bay craft are small, their carrying capacity ranging from 1,000 to say 4,000 bus., and many of them, during the winter season, when grain is not moving, are engaged in oyster dredging. The freight paid these boats from shipper's landing to point of delivery in Baltimore, is approximately four cents per bushel. In many instances the captain is the owner of the vessel, and in the case of those of small dimensions the crew consists of the captain and one other person, either a man or a boy. Of course, on the larger vessels more sailors are necessary.

THE CAPTAINS of these Chesapeake Bay craft are, in their own estimation, highly important personages, and it is true that those with whom they come in contact hold them in a certain amount of awe. When the vessel which he navigates is owned by the captain, it is, so to speak, his floating castle, as well as his means of livelihood. He makes his own freight rates, in so far as he can do so in competition with the few steam vessels which have recently come into this trade, and which he holds in supreme disgust and envy. He has probably never heard of the Interstate Commerce Commission, or studied abstruse transportation problems. In addition to being a daring mariner, which he really is, he regards himself as having a thorough knowledge of



Grain Laden Bay Vessels at Anchor in Baltimore Harbor Awaiting Unloading. Grain Inspectors Launch in the Fore-ground.

farming, also crop and soil conditions. He claims to be an expert in grain grades and grading, also gives generous advice to elevator management as to the proper conduct of the elevators. He will tell the farmer exactly what his grain should grade in the market, and the price which he should receive for it, and threatens the commission man that he will carry back to the shipper unfavorable reports if they do not endeavor to conciliate him in every manner possible.

During times of congestion, the result of the arrival of a great many boats at the elevator, he has often been known to threaten the elevator, the seller and buyer of his cargo, to carry back and deliver it into the farmer's barn from whence it came, unless it is promptly unloaded. On the other hand he is not free from many trials. In some instances the farmer obliges him, at considerable labor, to do all the loading, and in other cases requires him to take the grain from the barn and put it aboard vessel. He is subject to adverse winds and tide, and when he reaches port he must await his regular turn for unloading. Often he remains at anchor near the elevator, while the steam craft, which are given preference in unloading, because they carry passengers and other freight, will discharge their grain, and go upon the return trip; therefore it is not unreasonable that he regards the latter mode of transportation not only an innovation, but a most unreasonable one.

Some of these boats during the winter season are engaged in oystering, and then they are under the surveillance of the State Oyster Navy, which is maintained to protect the private interests engaged in oyster planting and cultivation, hence whenever the Legislature meets, the captain, who has a certain amount of influence with the delegates from the

tide-water sections, pours into them what he considers good reasons for state grain inspection and weighing, state control of the elevators, and the abrogation of the oyster laws, and in fact favors the open door generally for himself. However, it is only fair to say that he is a hard-worked individual and poorly paid. Altho his ambition is to own a tide-water farm or an oyster bed, but few of these sturdy, industrious men are ever able to do more than earn a moderate living and keep their vessels in seaworthy condition.

THE WHEAT IN TIDE-WATER sections of Maryland is harvested very early, the farmers being eager to cut the grain at the first opportunity, and as soon thereafter as possible, it is threshed from the shock, sometimes regardless of weather conditions. Therefore, in wet seasons, the percentage of out of condition grain is very large. Many farmers depend upon the thresher which travels from place to place, and are often forced to thresh their grain at inopportune times, rather than take the chances of an early return of the thresher. As soon after threshing as it can be arranged to load upon the vessel, the wheat is, for the most part, sent forward to market, and right here is one of the disadvantages which the farmer allows himself to be subjected to.

It is not infrequent that the captain, in order to load his vessel promptly and make a quick trip, will take in grain of poor quality or inferior condition, or containing a large amount of garlic, in the same hold, without separation from grain of higher grade, and it is not difficult to appreciate the problem which confronts the Baltimore grain inspector to distinguish between the different lots in the same hold, if he is able to do so at all. The result of this is that the farmer who shipped good clean wheat, and knows that

he had better grain than his neighbor, oftentimes receives the same grade and price, and he naturally feels sour in regard to the grading in terminal market, when as a matter of fact it is his own fault in not insisting that the wheat should be kept separate. Undoubtedly he has helped the grade and price of the grain of his less careful or less fortunate neighbor, by improving the average grade of the cargo; but he has only himself to blame in a matter of this kind.

There are times when a farmer has sufficient grain to make an entire cargo, and the results are then more satisfactory. In other cases the vessel will furnish bags for grain of poor quality, and bring part of the cargo to market sacked, even carrying it on deck in sacks when there is a full cargo in the hold, the deck load being protected from the weather by a sail cloth; but when the vessel under a smart breeze is sailing into the eye of the wind, the deck load is liable to damage from sea water, but the captain seldom admits this.

WHEN THE VESSEL ARRIVES at Baltimore it comes to anchor off the elevator, and the inspector goes aboard from a launch. The inspector's work is largely done early in the morning, as soon as it is sufficiently light to examine the grain properly. The inspectors leave the elevators on a launch, which places them aboard the different vessels, it requiring from thirty minutes to one hour to inspect and grade a cargo. The launch moves about among the fleet, picks up the inspectors, places them aboard other vessels, and so on until each cargo is carefully examined, and during the busy season there has been seen upwards of eighty grain laden craft lying at anchor awaiting their turn at the elevator, making a very interesting and pretty sight. The inspector examines the vessel thruout with a



Baltimore Inspectors Grading Grain Arriving by Bay Vessels.

grain tryer, especially arranged for the purpose, attached to a long pole, in order to reach every part of the vessel's hold. If for any reason the inspector cannot examine a remote part of the vessel, a note is made of the fact and special attention is given to that grain when being taken into the elevator.

The inspector empties the grain from his tryer into a sack, making an average sample of the cargo or different lots. He fills out a card, containing name of vessel, consignee, grade of grain, etc., which is in fact a transcript of his record book. The captain carries a sample of the grain with the inspection card to his commission man, who uses both in selling the grain upon the floor of the Chamber of Commerce. Immediately upon the sale of the grain, the commission merchant fills out a blank form, containing directions to which one of the elevators the grain shall go. The captain returns to his vessel and in his regular turn, by means of a tug, is placed alongside of the elevator, and under the marine leg.

The grain is rapidly handled by the leg, but unloading is a slow operation, because the smallness of the cargoes requires frequent change of vessels, the delay incidental to starting the leg machinery, also sweeping up the hold of the vessel at the finish. There is also delay when the vessel contains different grades, which must be handled into the elevator bins accordingly. While this work is progressing, a grain inspector watches the unloading of the vessel to make sure that the inspection, when vessel was at anchor, covered the entire cargo; but it is seldom that any difference is found, except in the cases especially noted, where the first in-

spector could not fully examine the grain with his tryer.

THERE IS A COMMUNITY OF INTEREST between the Maryland tide-water farmer, the commission merchant, and a vessel captain. It is not a combination in restraint of trade, but a business affinity of more than local importance, because these men have been factors in feeding the hungry people of Europe when crops elsewhere in this country have been short. The captains generally grow up from boyhood in the business, and are always in close contact with the farmers and commission merchants. The commission merchant has frequently handled the product of the same farm for more than one generation of owners, and the farmer will resent the solicitation of his business by another.

If it should happen that for good reasons he desires to change his commission merchant, he decides for himself, but his confidence is not easily shaken, and so long as he feels it is merited, he regards his past acquaintance of much value to himself. The commission merchants engaged in this business make a specialty of it, and are not handlers of grain from other states. For the most part the commission merchant is either a native of the section he does business with, or has married into some family residing therein. There are many commission merchants who own farms and handle their own grain upon the market; but his neighboring farmer does not regard him in any sense as a competitor, believing that he will give the same attention to consigned grain as to his own property. In fact the grain of both may be shipped together in the hold of the same vessel.

The commission merchant is a frequent visitor to the farmer, to advise with him upon business matters, and to keep himself informed in regard to crop conditions, also to enjoy the sociability, which is inseparable from this business because of the friendly acquaintance existing between the parties.

TIDE-WATER MARYLAND is often visited by strangers because of its beauty and attractiveness. The land is generally flat, but is well drained and healthy, and as every farm has some part of a water view, with wooded background, there is a picturesque charm about it all, which artists revel in, and which passes description. Men from the North, and as far west as Wisconsin and Minnesota, who have visited this section, being impressed with its beautiful surroundings and fertility, have bought farms when desirable property could be obtained. These newcomers are received hospitably, notwithstanding their avowed intention of introducing their so-called new ideas. The older residents, however, await these new developments, but in the end the other is the one to change his ideas, and he soon becomes assimilated, enjoying and profiting by the methods which have so long existed.

There is more or less difference in the details of business between every section, but at the same time some similarity; but nowhere in the world does the handling and marketing of grain compare with that which comes to Baltimore from sections tributary to the Chesapeake Bay. It is as unique as it is traditional, and that it has not been changed by the march of time is not evidence of a lack of progression. It is a mistake to regard these methods as



Unloading Grain from Bay Steamers at Baltimore Elevators. Smaller Sailing Vessels Awaiting Turn.

obsolete, because they are the result of existing conditions, also of certain arrangements of Providence. Imagine the great farming State of Iowa so indented with bays, creeks and rivers that every farm would be situated on or within sight of navigable water, and further imagine each farm to be within twelve to twenty-four hours' sailing distance to a seaboard grain market, then it would not be difficult to understand the absolute uselessness of a line elevator; and the advantages possessed by a farmer having a water outlet over one who must haul his grain by wagon to a station, where it must later be transported long distances by rail can readily be seen.

FOR ABOUT TWO HUNDRED YEARS the corn and wheat fields of this section of Maryland have been nearer the markets of Europe than those of any other country in the world; in fact even nearer Europe's distributing ports than some of its own grain fields, and this grain goes from the farmer to the European buyer entirely by water, and not by land carriage for any part of its route. In the early days, the Bay vessels brot grain to Baltimore, and it was stored in warehouses, awaiting the arrival of sailing vessels, or when ships were in port it was unloaded directly into them from alongside. Now this grain is handled by the elevators, and thence loaded into ocean steamships. Thus far have modern methods been applicable to this business; but because other changes have been few, is not from lack of enterprise or progressiveness, it is simply the survival of the fittest. These advantages of location and method of handling are best evidenced by the reports of the U. S. Department of Agriculture, which states for a period of ten years the average farm value of wheat of the entire United States to be 69.6 cts. per bushel, while the same authority gives the average farm value of Maryland wheat, for the same time, as 80 cts. per bushel.

THE FARMERS of the tide-water sections of Maryland are, generally speaking, prosperous. They are an educated and well-bred people, who travel at home and abroad, and the homes of those who are well to do bear every evidence of elegance and culture, also there is an attractiveness in the society of these people, which cannot be described here. Whenever you meet a Marylander, he is proud of his native state, but the people of tide-water Maryland go even farther, and those who hail from the western shore of the Chesapeake Bay proudly speak of coming from "Southern Maryland," while those from the eastern shore of the Bay are equally as boastful of the "Eastern Shore."

The Department of Agriculture has seized 1,440 bags of flour at Washington alleging that some are misbranded as "Minnesota" when in fact ground at Orrville, O., by the Orrville Milling Co., and that other sacks received by the Sanitary Grocery Co., falsely represent the grocery to be the manufacturer.

The government report conspirators, Moses Haas and Frederick A. Peckham surrendered to the government at New York June 25 and were examined July 17. One gave bail and the other was paroled. They are under indictment with Theodore H. Price in connection with the leak of information regarding the government report on the cotton and grain crops. The final compilation of the crop reports is now so safeguarded that a leakage is practically impossible.

An Ohio Elevator.

The building illustrated herewith is a new elevator just completed by W. J. Sebald of Middletown, O. It is of cribbed construction, modern and rapid. The storage capacity of the elevator is about 30,000 bus.

The attractive feature of this new elevator is its mechanical equipment which consists of an Ohio Corn Sheller, Ohio Oscillating Grain Cleaner, Chain Drag feeder from dump to sheller or stand of elevators and a 20 h. p. Gasoline Engine for motive power.

Two stands of elevators are fitted with 16x7 and 12x6 elevator cups. A man lift makes it easy to go from the bottom to the top of the elevator; an automatic scale and dump scale check against each other in weighing. Every machine in the elevator is driven by a friction clutch so any machine may be operated alone or in conjunction with the entire plant.

Mr. Sebald is a young man in the grain business who has demonstrated that he has the energy that wins and he is so well pleased with the operation of this elevator and the business he has done that it is likely he may build other elevators. The machinery was furnished by The Philip Smith Mfg. Co.

Imports and Exports of Beans.

Imports of beans and dried peas for the eleven months prior to June 1 have been 1,224,386 bus.; against 395,370 bus. for the corresponding period of 1906-7.

Exports of beans and dried peas for the eleven months prior to June 1 have been 286,060 bus. of domestic and 10,021 bus. of foreign origin; against 403,640 bus. of domestic and 58,773 bus. of foreign origin for the corresponding period of 1906-7, as reported by O. P. Austin, Chief of the Buro of Statistics.

Exports.

Buckwheat amounting to 116,127 bus. was exported from the United States for the eleven months prior to June 1; against 199,422 bus. for the corresponding period of 1906-7.

Broom corn valued at \$245,673 was exported for the eleven months prior to June 1; against \$247,089 for the corresponding period of 1906-7.

Malt amounting to 210,794 bus. was exported during the eleven months prior to June 1 against 363,482 bus. for the corresponding period of 1906-7.

Linseed oil cake amounting to 639,431,519 lbs. was exported during the eleven months prior to June 1, against 618,356,215 lbs. for the corresponding period of 1906-7, as reported by O. P. Austin, Chief of the Buro of Statistics.



W. J. Sebald's New 30,000-bu. Elevator at Middletown, O.

Iowa Grain Dealers Organize Western Grain Dealers Ass'n

The eighth annual meeting of the Iowa Grain Dealers Ass'n was called to order in the Savery Convention Hall, Des Moines, Tuesday, July 14, at 10:45 a.m., by Pres. G. A. Stibbens, who read the following address:

President's Address.

This is the Eighth Annual Convention of the Iowa Grain Dealers Ass'n. Our program being somewhat crowded, we have that best to dispense with the usual formality and my remarks will therefore be brief.

It is unnecessary I think for me to dwell upon the benefits and work of this Ass'n. The regular monthly circular publications issued by the Secretary have kept you informed of the general work done.

I have no doubt there are those among our members who have had differences with the terminal dealers that have been adjusted thru the Ass'n, that some have obtained more or less information of various kinds pertinent to the grain trade thru the office of the Secretary, that you appreciate the necessity of the Ass'n in legislation; that you recognize the value of competent and practical reports of crop conditions, grain supplies, etc., as compiled by the Secretary; that it is beneficial to your business to have a correct list of grain dealers placed in the hands of the terminal grain trade, thus advertising your business and bringing you into communication with a larger field of trade than without such a published list; that you appreciate the influence and prestige of this organization in obtaining settlement of claims against the railroad companies; that the work of inspecting and repairing scales as conducted by this Ass'n has greatly improved the general condition and accuracy of the scales in this state, and that this Ass'n has been an important factor in obtaining improved conditions in terminal markets, the establishment of Board of Trade supervision of weights, with official record of condition of cars and car seals, the abolishment of carload dockage, better police protection in railroad yards, etc.

The Iowa Grain Dealers Ass'n has always exercised much influence to encourage the improvement of the grain crops of this state. I find that the records show the following facts:

At the annual meeting of this Ass'n April 2, 1903, Prof. Holden conducted a corn judging contest; since that time corn judging contests have become general over the state.

The legislature and the Agricultural College have been continually urged by this Ass'n to provide for practical education along the line of improvement of grain crops.

The "Seed Corn Special Trains" that have become famous all over the world were originally promoted and conducted under the management of this Ass'n.

In the Spring of 1904 over 1,000 farmers were supplied with small samples of high grade seed corn by this Ass'n and the corn crop of those localities gives wonderful evidence of improvement resulting therefrom.

This Ass'n has also been active in promoting the establishment of experiment stations on the county poor farms of the State, in accordance with a resolution adopted at the annual meeting of 1904. In this connection I would recommend that every influence possible be exercised by this Ass'n to encourage the improvement of the oat crop that has become very much deteriorated.

I mention these matters as evidence of the fact that the Iowa Grain Dealers Ass'n has not been conducted altogether on selfish lines, but it has performed an important service for the public welfare.

As President of this Ass'n I am prompted to make a few recommendations for your consideration at this time.

The Uniform B/L is a matter of vital importance to the grain trade, and it should be seriously considered by the railroads and the grain trade, with a view of adopting a special B/L for the use of the grain shipper alone. Personally I am in favor of the railroads issuing a B/L to the grain dealers leaving out all the printed conditions now used in B/L. Unless the railroads and the shippers come to some understanding, it is very liable to become a

political question, and should Congress attempt legislation along this line and agree on a uniform B/L, it no doubt would be unfair to all parties concerned, for the reason that Congress has but little knowledge of the grain business. I urge careful and candid discussion of this matter, and suggest that this organization appoint a committee to meet representatives of the various railroads, for the purpose of adopting a B/L to be used exclusively by grain shippers. In my opinion, a simple receipt for a car of grain is all that is needed.

The Pure Seed Law of this State is not a good law, and should be revised and made practical. I trust that after discussing the question with Commissioner Wright you will be able to decide upon some measure that will suggest a remedy and take such action as may seem most effective to that end.

Claims: Under the plan adopted by this Ass'n of having the members refer refused Freight Claims to the Ass'n, we find that there are certain general propositions under which the shipper and the railroad Claim Departments are not altogether harmonious. The General Freight Claim Agents have been invited to attend this meeting and participate in a candid discussion of these matters.

I trust that this discussion will be conducted in good faith and in a friendly spirit with the idea of establishing a better acquaintance and understanding that will be satisfactory to all parties concerned.

Personally, I am not inclined to antagonize the railroads, and I believe it has always been the policy of this Ass'n to encourage friendly relations with them, but it is none the less important that we urged insist on such legal rights as will give the shipper good service and eliminate hazardous conditions that effect profits and enable the grain dealer to conduct his business at a minimum expense and to pay the farmer the highest price possible for grain for grain.

Rentals: I understand that some railroad companies have adopted the plan of charging rental for elevator sites on basis of earning a revenue on appraised value in lieu of the nominal basis as heretofore and that the arbitrary conditions of the former leases are still provided for in the new leases. No other class of shippers are required to provide warehouse facilities as is required of the grain dealers. The 30-day removal clause practically providing for the confiscation of the elevator property as contained in railroad leases is unjust if not illegal. It is my opinion that this Ass'n should insist on one of two propositions, (1) The nominal rental basis, or (2) time leases without release of liability for damage done by fire, etc., and all other provisions that may be unreasonable and not in accordance with common law.

Interest on Drafts: There has been some discussion regarding the right of terminal dealers to charge interest on drafts. It is my opinion that terminal dealers are entitled to such interest charge as against the shipper except when the unloading of cars is delayed at the convenience of the buyer, when the interest should be against the buyer, or that an arbitrary limit of time after arrival of the car be fixed, that interest against the shipper shall cease to accrue. I have no doubt but that the different Boards of Trade would give consideration to any suggestions that may be formulated into resolution by this Ass'n.

Prof. Bowman, the Oat Specialist of the Iowa State Agricultural College, has some ideas regarding the improvement of the oats crop and a proposition to make that should be of interest to this Ass'n. Improvement of the oat crop is of vital importance to the grain trade of this State. I sincerely hope that you will give this matter serious consideration and Prof. Bowman your earnest support in his work.

I desire especially that you give your earnest support in promoting the work of the National Corn Exposition to be held at Omaha this Winter. Gen. Mngr. Jones will have a proposition to offer that will result in much good if the grain dealers will give their support and also prove to be a great educational force in the improvement of the grain crops.

I trust that the grain dealers will attend the meeting of the Western Grain Dealers Mutual Fire Insurance Association, that will convene tomorrow at 1:30 p.m. in this

room. This is in fact a feature of the work of the Iowa Grain Dealers Ass'n and has saved some money for those members who have taken insurance. The discussion of the question of insurance is educational and you will find the meeting profitable in the same sense.

Grain trade conditions are continually changing. The work of this Ass'n, as you have undoubtedly observed, has become less local in its application and broader in its scope, dealing more largely with terminal market conditions, transportation problems, and the establishment of equal and economical trade methods.

There is at present no organization of Grain Dealers in Missouri and Nebraska and it would seem to be consistent to extend the membership of this Ass'n into such territory where no organization now exists. The constitution and by-laws of this Ass'n do not provide for regular membership of terminal grain dealers. I believe that this is inconsistent and a disadvantage to the Ass'n under present conditions, as in regard to the matter of freight claims, many shippers file their claims through their Commission Firms, who have, therefore, a better understanding of freight claim problems than the shipper, and that more thorough work may be done along this line by having a closer relation with the terminal dealers. There are also other similar reasons why terminal dealers should be included in our membership. I would suggest that you give this proposition your careful consideration.

The President appointed as a Comite on Resolutions: J. A. King, Nevada; B. A. Lockwood, Des Moines, and M. E. DeWolf.

As a Comite on Nominations: E. L. Bowes, Des Moines; A. H. Wood, Minneapolis, and A. D. Hayes, New London.

Sec'y Wells read the Treasurer's Report from which we take the following:

CASH ACCOUNT	
March 31, 1907,	to March 31, 1908.
To balance on hand Mar. 31, 1907.	\$ 868.32
To dues	4,485.55
To application fees	78.00
To mileage rebate	29.16
To printing	70.00
To arbitration	10.00
To scale account	124.88
To insurance joint expense account	874.44
	\$ 6,540.19

Contra.	
By expense account \$ 101.82
By fixtures	18.75
By balance cash on hand	

March 31, 1908 419.92 \$ 6,540.19

ASSETS	
March 31, 1908.	
Cash on hand \$ 419.92
Delinquent dues	575.10
Scale accounts due	\$ 31.36
Less due Nolan	5.16
	29.20

Fixtures
	509.36

Total assets \$ 1,531.58

Upon motion of Mr. DeWolf it was referred to the Auditing Comite.

Sec'y E. J. McVann of the Omaha Board of Trade addressed the meeting on uniform B/Ls from which we take the following:

The Uniform Bill of Lading.

The agitation for a uniform B/L originated with the carriers in what is ordinarily known as Trunk Line territory, but the B/L which they sought to impose arbitrarily upon the country was so drastic in its conditions and so unreasonable in its terms, that it aroused not only the shipping interests, but the banking and insurance interests as well, and convinced all concerned with the handling of B/L of the necessity for having a proper bill prescribed by the Interstate Commerce Commission or Congress.

Under the terms of the B/L formulated by the Trunk Lines, every shipper was to be compelled to sign his B/L and its terms practically divested the carrier of all of its common law liability. The attempt to claim the document down the throats of the shippers aroused a tremendous protest from all the shipping interests of the country. A hearing was had before the Interstate Commerce Commission in Chicago as a result of which the carriers agreed to withdraw the obnoxious B/L and instead to permit conditions to continue as they were until a joint committee, con-

sisting of five representatives of the carriers and five representatives of the shipping interests, could agree upon a B/L that would be satisfactory to both carriers and shippers.

This joint committee labored on the subject for over two years and finally submitted the results of their efforts to the Interstate Commerce Commission, with the recommendation that the B/L upon which they had agreed should be made the subject of an order of the commission applicable to all carriers in the Official Classification territory. After considering the matter, the commission evidently made up its mind to settle the whole B/L controversy and issued an order making every carrier in the United States a defendant in the original proceedings and set October 15, 1907, as a day to hear what carriers and shippers the country over had to say about the joint committee's proposed B/L.

The result of this call of the commission was a meeting which packed and overflowed the little conference room at Washington. The railroads were there in force, represented by their counsel and by their traffic managers. The insurance interests were there and the American Bankers' Ass'n had a committee and counsel on the ground. There was even a representative of the banking and mercantile interests of England, and the representatives of various national shipping organizations who were there are too numerous to be mentioned specifically. The proceedings were decidedly interesting. There had been a number of preliminary conferences which developed the fact that the railroads were divided into three camps and that the Trunk Line people who stood for the committee's B/L were alone and their B/L bitterly opposed by all of the lines south of the Ohio river. The western railroads, who serve us, occupied a neutral position, being neither in favor of the B/L made by the Trunk Lines, nor willing to stand for the radical objections to it made by the southern lines. The bankers were opposed to the joint committee's proposed B/L and the insurance interests testified that it would revolutionize their methods of doing business.

Every time a railroad lawyer got on his feet, the commission propounded the question to him, "Do you believe that the commission has the power to formulate and enforce, as against the railroads, the adoption of a uniform B/L?" and, without exception, every one of the lawyers answered that he did not believe the commission had any such power. Counsel for the eastern lines, I think Mr. Brownell, of the Erie railroad, qualified his belief with the statement that even tho the commission had not the power to formulate and promulgate a uniform B/L, if the commission would formulate one to which no reasonable objection could be offered, he felt sure the carriers would adopt it without raising the question of the authority of the commission. We will soon know how far the suggestion of Mr. Brownell will be adopted by the railroads.

Only last week, the commission made a public announcement of its conclusions on the subject. I have not yet seen the official findings, but one would judge from the tenor of the press reports, that no or-

der has been issued and that the commission merely recommends a form for adoption by the railroads.

This form, so the report states, contemplates two printed documents, the one to be used exclusively for "order" consignments and the other for ordinary open shipments. We are told that the new forms impose some important obligations upon the carriers that they have not hitherto borne and that, on the other hand, they retain some things seriously objected to by the shipping interests. The use of separate forms for "order" bills and ordinary bills, of contrasting colors, was recommended strongly by the National Industrial Traffic League and by the American Bankers' Ass'n.

Recent Decision: To my mind, most of the poison was extracted from all the railroad forms by a recent decision of the Interstate Commerce Commission in case No. 933, "In the Matter of Released Rates," decided May 14th (13 I. C. C. Rep. 550). This decision settles two of the vital points in controversy between the shipping interests and the carriers even tho it does not refer directly to the B/L case. I think it is worth while to read to you the syllabus of this case so that you may clearly understand what your rights are as against the carriers on the question of their liability.

(1) If a rate is conditioned upon the shipper's assuming the risk of loss due to causes beyond the carrier's control, the condition is valid.

(2) If a rate is conditioned upon the shipper's assuming the entire risk of loss, the condition is void as against loss due to the carrier's negligence or other misconduct.

(3) If a rate is conditioned upon the shipper's agreeing that the carrier's liability shall not exceed a certain specified value (a) the stipulation is valid when loss occurs through causes beyond the carrier's control; (b) the stipulation is valid, even when loss is due to the carrier's negligence, if the shipper has himself declared the value, expressly or by implication, the carrier accepting that same in good faith as the real value, and the rate of freight being fixed in accordance therewith; (c) the stipulation is void as against loss due to the carrier's negligence or other misconduct if the specified amount does not purport to be an agreed valuation, but has been fixed arbitrarily by the carrier without reference to the real value; (d) the stipulation is void as against loss due to the carrier's negligence or other misconduct if the specified amount, while purporting to be an agreed valuation, is in fact purely fictitious and represents an attempt to limit the carrier's liability to an arbitrary amount.

(4) A carrier may lawfully establish a scale of charges applicable to a specific commodity and graduated reasonably according to value. These rates must be applied in good faith, regard being had to the actual value of the property offered for shipment.

(5) A carrier must not make use of its released rates as a means of escaping liability for the consequence of its negligence, either wholly or in part.

(6) It is a mischievous practice for carriers to publish in their tariffs and on their

Bs/L rules and regulations which are misleading, unreasonable, or incapable of literal enforcement in a court of law.

(7) A stipulation that an additional charge of 20 per cent shall be collected on property that is shipped not subject to limited liability is unreasonable.

Out of all the discussion, speech making and brief writing on this subject in the past four years, in which I had a part, have grown the following conclusions:

(1) That a B/L is not a negotiable instrument, in the legal sense.

(2) That the conditions usually found on B/L, placed there by the carriers in their own interests, are void, if they are not in accord with the terms of the law in the state where the B/L is made, or where they are repugnant to what is known as common law, which is the body of law that is not expressed in statutory form.

(3) That, while a B/L is a contract of carriage, nothing may be included in it that is in contravention of the law as, for instance, an illegal rate.

Shippers who know and understand the facts underlying these three propositions and who recall the provisions of Sec. 20 of the Interstate Commerce Act regarding liability of carriers, will never borrow any trouble about their Bs/L.

I have heard the suggestion made that the grain interests should have a separate B/L applicable to their business. This suggestion probably grew out of the simple form that was formerly used by the C. R. I. & P. Ry. Co., and may still be used by that company for all I know. It is one of the best Bs/L I ever saw, but it is open to one or two serious objections. The most important of these is the lack of necessity for a separate form of B/L for the grain business. There is much to be said in favor of a special form of B/L for a business like the fruit business where practically everything shipped is highly perishable and must be given special service.

Two Forms: I have here with me the two forms of Bs/L which were presented to the Interstate Commerce Commission in October last year as representing the ideas of a large number of shippers, traffic experts, lawyers, bankers and insurance men. Each of these forms is as simple as the Rock Island form. One of them is for ordinary, every-day use in business where shipments are made open, that is to say, where the collections are thru the usual channels and where the shipper does not seek to retain control of the property until his claims have been satisfied. This is what is ordinarily known as a shipping receipt and contains no provisions except the common law provision which every shipper is entitled to insist upon, viz.: a clear receipt for his property and the understanding to transport it to destination and deliver it in specie to the consignee. By delivery in specie is meant the delivery to the consignee of the exact amount, value, etc., that was entrusted to the carrier by the shipper. Such a receipt is all that is necessary in entering into a contract of shipment and, in the ordinary, every-day transaction of business, people who do not need to attach drafts to Bs/L should insist upon this receipt and not cease in their efforts until it becomes a standard form in use on all railroads of the United States.



Some of the Dealers at the Des Moines, Ia., Meeting July 15, 1908.

The GRAIN DEALERS JOURNAL.

Order B/L: The other form is an effort to produce a legal order B/L which shall fulfill the conditions of modern trade and commerce as those conditions are well described by Mr. Francis B. James, of Cincinnati, in his talk before the Missouri Bankers Ass'n on the subject of "The Legal and Commercial Aspect of Bs/L":

"The right to a commodity should follow a B/L; the B/L is primarily the commodity secondary. By means of the order B/L title can be quickly changed by a mere indorsement, like the indorsement upon a draft, promissory note or check, without a physical change in the custody of the commodity. It should pass from hand to hand with like legal security as a bond, certificate of stock, draft, check or note. It has become part of the currency of the country. It is of the highest grade of currency because it is not mere credit currency, it is not mere general asset currency, but it is a commodity currency with an existing commodity up against each B/L. It is, therefore, of the highest importance that it should be clean and not encumbered by changing terms and conditions, but governed by one rule, so that it would pass current in any part of the country without legal misgivings."

Grain men are all familiar with the frauds that have been perpetrated in connection with the use of ordinary B/L forms for making order bills. In order to insure the character of the order B/L, it should first of all be a separate form from the ordinary B/L and should bear upon its face indubitable evidence that it is the title to the property described on it. The gentlemen who formulated these Bs/L had the benefit of the advice of Mr. James whom I have just quoted, of Mr. E. Williamson, of the Harvard law school, of the entire committee of the American Bankers' Ass'n and of traffic experts like Mr. J. C. Linne, president of the National Industrial Traffic League, and Mr. E. E. Williamson, chairman of the Bill of Lading Com'ite of that organization. These two forms were presented to the Interstate Commerce Commission with the endorsement of the National Industrial Traffic League, representing some 30,000 members; with the endorsement of the American Bankers' Ass'n and with the endorsement of many other national traffic organizations who were represented at the Washington meeting.

If the shippers, bankers and insurance interests find serious reason for criticism in the forms recommended by the Interstate Commerce Commission, or if the railroads do not see fit to adopt those forms, the remedy is simple enough, altho it may not prove easy of attainment. We will have to go to Congress and get the necessary legislation. The whole matter of Bs/L covering interstate shipments is in the hands of Congress and if a simple and practical form could once be prescribed by law, the states would undoubtedly adopt the federal form and the whole situation that is now so complex and confusing would be cleared up for all time. However, I have great confidence that the forms prescribed by the Interstate Commerce Commission will prove to be satisfactory. The Commission is an earnest, hard-working body of men and as at present constituted, could hardly be improved upon. I believe that if the new B/L is found to be open to criticism, it will be because of lack of power on the part of the Commission and not lack of earnest consideration or knowledge of conditions.

J. W. Radford: Most of the work in the agitation for a uniform B/L has been done by the central markets. Country shippers have given it little attention. The bankers are well organized and working to obtain a form which shall protect their interests. Its conditions are of as much importance to country shippers and it be-hooves them to let their voices be heard.

G. L. Graham: What is the object of two forms of Bs/L?

Mr. McVann: The bankers have been the chief sufferers by fraudulent Bs/L and they claim the right to the additional protection of "Order Bs/L" being of a different color and form, so as to prevent the easy conversion of a straight B/L into an Order B/L.

G. L. Graham: I would prefer to have none but Shipper's Order Bs/L. Then we will suffer less by fictitious Bs/L.

Adjourned for dinner.

Tuesday Afternoon Session.

The afternoon session was called to order at 2:30 p. m., a number of dealers having come in during the intermission.

R. C. Richards, claim agt. of C. & N. W. R. R., explained the difference between straight and order or negotiable Bs/L. A careful canvass of our business showed that of the Bs/L issued by our road but 2 per cent were order Bs/L.

I feel confident you will find the western roads more than willing to meet you half way. We want to help you make money with the expectation of increasing our own revenues.

M. McFarlin: I estimate that 99 per cent of the grain shipments taken in Order B/L. The grain men would like a separate B/L to be used for our business.

R. Kirkland, Claim Agt. I. C. R. R.: The southern shippers want a special cotton B/L. If the railroads are to grant special forms for each business where will we stop?

Sec'y Wells read his annual report from which we take the following:

Secretary's Report.

The work as conducted by this Ass'n during the past year has been in a general way a repetition of the routine of the preceding year, except that we have added the Fire Insurance feature.

Membership: Our membership now includes 529 elevators operated by 321 individual firms. 302 of these elevators are operated by 291 local dealers and 227 elevators by 30 firms operating more than 2 elevators each.

Arbitration: During the past year there have been very few cases of difference with terminal dealers referred to this Ass'n all of which have been adjusted without arbitration.

Bureau of Information: Under this heading the work of the Secretary has been largely increased during the past year; in fact it is almost impossible to keep up the work which requires continual investigation in order to give competent service and information. The members of this Ass'n are no doubt aware that your Secretary has always kept the door wide open for all kinds of propositions and I have done all in my power to keep informed in order to give correct general information on subjects relating to the grain trade.

Crop Reports: Have been compiled monthly with the idea of giving the trade the most practical information possible including acreage, growing condition, yield, quality, grain in farmers hands, in elevators, etc.

Fire Insurance: The Western Grain Dealers Mutual Fire Insurance Ass'n was organized Aug. 15, 1907, as an auxiliary of this Ass'n, a separate corporation, however, being required under the insurance laws of this state.

During the ten and one-half months of the fiscal year that ended June 30, 1908, we wrote \$490,300 of insurance, the cost of which was 48 per cent of our basis rate.

Directory of Grain Dealers: We have annually published a Directory of Grain Dealers placing one or more copies free of charge in the hands of each grain terminal grain dealer doing business in this state, in order that the business of those dealers who operate proper facilities whether members of this Ass'n or not, may be correctly advertised to the terminal grain trade. I trust that the benefit of such published list is obvious to the grain dealers of this state.

Legislation: On invitation of President Reynolds, of the Grain Dealers National Ass'n, and with consent of our Governing Board, last March attended a hearing before the Committee of Interstate and Foreign Commerce at Washington, D. C., and personally presented an argument before that committee against the McCumber Bill that provided for Federal Supervision of Inspection of grain.

Freight Claims: During the past year we have endeavored to facilitate the collection of claims against railroads in the following manner:

(1) Have prepared different blank forms that we have supplied our members and given suggestions or assistance in preparing such claims to be presented by them direct to the railroad claim department.

(2) When claims thus presented are refused, we suggest that the claimant have all papers returned to him and turn them over to us, and if after careful examination we consider that the claim has merit, we file the same with the Claim Department for reconsideration. If then the claim is finally refused and the claimant desires, we place the papers in the hands of our attorney to enforce collection.

Our work in this connection has developed a few general propositions regarding which there is some difference of opinion as between our members and the railroad claim departments, and it is with the idea of establishing, if possible, a better understanding and agreement that we have invited the general claim agents of the different railroads to attend the meeting and candidly discuss some of these questions with us. We believe that a better understanding will be of benefit to the railroad claim departments as well as the shippers. These questions may be considered in the following order:

FIRST: In claim for loss because of leakage and staleness in transit. The railroad claim departments some times offer in opposition to such a claim a statement something like this, to-wit: "The car arrived at destination in good order with seals intact," and refuse payment on basis of this statement with no evidence whatever to substantiate such statement. Cars loaded with grain leak in transit, are repaired en route and at division points without reliable record being made of such leaks and repairs, thus the leaky condition is not apparent at destination. Duplicate numbered seals may be broken and replaced while the car is standing in the railroad yard, and there would be no evidence of record of such broken seals, and cars are not always promptly ressealed by the station agent after loading or by the railroad yard man after inspection at destination. Therefore, the statement thus offered is not conclusive evidence as a basis of refusal to pay such claims. The claimant, however, is required by the claim department to offer conclusive evidence to substantiate his claim.

It is my understanding that the common law holds the railroad company responsible to the shipper for delivery at destination of the full amount of grain loaded into the car with no allowance for shrinkage, and that the weights offered by the shipper are final as evidence unless shown to be incorrect, and the burden is upon the railroad company to disprove such evidence.

I understand that the common law has upheld this principle from the very first existence of the common carrier up to this time, and that the rates of freight established by the railroads and other common carriers have always contemplated the responsibility of the carrier to the shipper for any loss or damage occurring in transit.

Whether or not it is reasonable for this association to insist on the common law right of the shipper as suggested is a question that we desire to have discussed by the members and representatives of railroad claim departments, and if possible amicably decided.

SECOND: In claims for damages because of delay in transit on account of decline in market value, certain claim agents offer as a basis for refusal the statement, "As a common carrier this company does not guarantee to get grain through for any specified market and unless gross negligence can be shown causing the delay, there is no liability."

It is my understanding that a common carrier in accepting a shipment of freight is legally required to transport such freight to its destination within a reasonable time and that all court decisions have been based on that principle.

I have found that the cause of delay in many cases is on account of carelessness in the operating department, and it would seem that the best influence that may be used to correct the causes for delay in transit would be for this association to enforce the collection of claims for damage on account of such delay in transit strictly in accordance with the common law.

THIRD: There are special claims of different kinds that involve the question of rates as follows: (1) A rate quoted in error by the agent, (2) Shipment routed in error by the agent, (3) Special understanding or agreement with agent regarding minimum weight, etc.

The Interstate Commerce law while beneficial in preventing rebates and discrimination, has established by necessity certain cumbersome conditions.

Under the provisions of Interstate Commerce law, a railroad freight tariff when published and filed with the Interstate

Commerce Commission becomes a law, and it is the duty of the Interstate Commerce Commission to enforce such railroad tariff laws to the letter.

It has been ruled by the Interstate Commerce Commission and decided by the courts, that a railroad company is not responsible for a rate quoted in error by an agent. The railroad company is required to post publicly their printed tariffs convenient for the inspection of the shipper and the burden of the construction rests with the shipper. The railroad company is not responsible under the Interstate Commerce law for a rate quoted in error by the agent. I am inclined to believe, however, that it might be possible for a shipper to recover damage in court.

The Interstate Commerce Commission have advised that a railroad company would be held to apply the rate of the most direct routing where through an error of the agent the shipment was routed otherwise. In a certain case the railroad company provided a car for shipment of grain and when partly loaded it was found to be in bad order at one end, but as cars were scarce the agent agreed with the shipper that the car be shipped thus partly loaded and that freight would be charged for actual weight contained therein, and the billing was prepared showing this agreement. Freight was, however, collected on basis of minimum weight making an overcharge of about \$25.00 in freight. The railroad company recognized the validity of the claim but refused to pay unless authorized by the Interstate Commerce Commission, who refuse to authorize except upon a formal hearing. We believe that such claim should be authorized on an informal hearing and that the courts would unquestionably hold the railroad company liable to the shipper in this case regardless of Interstate Commerce law. I mention this case as an example of a cumbersome method that it would seem might be avoided.

Scale Inspection. During the past year we have inspected about 800 scales, some of which were repaired by our inspector, Mr. Nolan. We note by his scale inspection reports that the general condition of scales is much better than when we began this work three or four years ago. In connection with scale inspection, Mr. Nolan is also inspecting our insurance risks and using his reports as a basis we shall endeavor to improve also the character of our insurance risks. Our members will no doubt recognize the economy accomplished in this work of joint scale and insurance inspection.

Terminal Markets: There has been very little change in terminal market conditions during the past year. Memphis has absolutely discontinued car load dockage. Kansas City it seems has done the same so far as its weighing department is concerned, but certain firms in that market still continue to deduct 100 pounds per car in making up their account of sales. Omaha still continues the car load dockage system.

There is some complaints of delayed re-inspection. Notwithstanding the fact that the Board of Trade rules provide that the buyer must reject by one o'clock the next day succeeding purchase, the commission merchant does make special agreements giving the buyer privilege of re-inspection when car is placed at the elevator. This is a disadvantage to the shipper who never knows when sale is complete. I would suggest that Board of Trade rules in this connection should require the commission merchant to advise the shipper giving buyer privilege of re-inspection as this would put the general proposition up to the shipper and if he desired he could instruct his commission merchant not to sell on such terms.

E. J. Smiley, Sec'y of Kansas Ass'n: Your Sec'y said that Kansas City was still taking 100 lbs. dockage. At our last meeting in Kansas City we had this subject on our program and invited the grain commission men and the elevator men to attend. After discussing the dockage at length, the elevator men said no dockage would be necessary if the shippers would clean the cars before loading. We spent the afternoon visiting the elevator yards and found only one car from which grain had been taken, which showed that dirt had been left in it by grain shipper before loading. Kansas laws forbid docking and no Kansas City, Kan., eltr. now docks any receipts. For the benefit of the Sec'y of the Omaha Board of Trade, I will say that the only two grain markets in the world where

receipts are docked are Kansas City, Mo., and Omaha, Nebr.

J. A. King spoke of the advantage of the shippers and railroad men getting together and discussing the claims problems in a friendly manner.

R. Kirkland: We have a great deal of trouble sometimes in getting all the facts necessary to enable us to pass upon the claims presented.

Sec'y Wells: I thoroly sympathize with the claim agents in this matter as I receive some consignments of papers without a scratch of a pen as to what they are.

M. E. DeWolf: I wud like to ask what per cent of the claims made by grain dealers are accompanied by all the necessary papers?

R. Kirkland: I wud estimate that about 60 per cent of the claims presented are properly supported.

R. C. Richards: We have come here to listen and learn what suggestions the claimants have to make in our method of handling their claims. If we can improve our methods we want to do it. We handle thousands of claims every month. No one man can handle all of them. Unjust decisions should be called to the attention of the heads of the Dept.

B. C. Hemphill: If the claim agent of the Rock Island is here I wud like to know what delay in transit he considers sufficient to justify the payment of the shippers loss. Several years ago the Rock Island paid a claim for loss on one of my shipments which was delayed ten days in transit. Last fall a shipment of barley to Chicago was delayed fifteen days and a good profit was turned into a loss. My claim was turned down. I would like to know what delay he considers unreasonable.

W. O. Bunker, Claim Agent C. R. I. & P. R. R.: As my department handles about 18,000 claims each month I know nothing of these claims. It may be that the first claim was handled by an incom-

petent clerk and the last by a man who knew his business or vice versa.

H. L. McCombs, Dexter: Is it the practice of the railroads to try to cut all claims in two? I had a shipment to St. Louis over the Rock Island and Wabash delayed to my loss. The latter road being the offender offered to pay one-half my claim. Rather than get nothing I accepted. If my claim was half right, it was all right.

J. W. Radford: If you had refused to accept half the Wabash wud have paid your claim in full.

J. A. Tiedeman, Sioux City: We never paid much attention to losses occasioned by delay in transit until an unreasonable delay cost us 12 cts. per bu. I got the record on 300 cars of our grain and found that the average distance moved was 50 miles per day. The distance being 412 miles I figured that we were entitled to the market on the eighth day after loading. I put in a claim and it was denied until I showed how I arrived at my loss and it was paid within a week. One car was moved 400 miles from Dec. 31 to Jan. 2. Another loaded Dec. 30 did not arrive until April 19.

Sec'y Wells: The points brot out by this discussion would seem to indicate that just claims which have been refused may be resubmitted to the head of the Claim Dept. under personal cover and received consideration.

That 50 miles per day is a reasonable time for railroads to move shipment.

That claims for losses due to delay in transit will be paid when properly substantiated.

R. Kirkland: I object to fixing the distance per day we are to move your freight. Each case must be judged on its own merits. Each day brings new conditions which must be taken into consideration.

The natural shrinkage should cover the loss due to leakage as well as to evaporation. Dockage for natural shrinkage can-

Newly Elected Officers Western Grain Dealers Ass'n.



Director, I. L. Patton, Dexter; D. S. Baird, McGregor; Sec'y Geo. A. Wells, Pres. J. A. Tiedeman, Sioux City; Director, M. Rothschild, Davenport.

not be fairly made unless the distance traveled by the shipment is taken into consideration. The natural shrinkage on a shipment of corn from Peoria to Chicago cannot be gauged by the same rule as a shipment of wheat from Omaha to New Orleans. We have no rule on bananas or packing house products. We do the very best we can to advance your shipments to market.

Prof. M. L. Bowman of the Iowa State Agricultural College on Buying Grain on Its Merits an Educational Force in the Improvement of Grain Crops in which he credited the Ass'n with being the most potent factor in the work of improving Iowa's crops.

He showed the yield and test weight of different varieties of oats and deterioration of Early Champion. The variation in the per cent of hull was shown to a marked disadvantage of the feeding value of the oats.

A very small percentage of the seed oats used in this state have not been fanned. We find that in order to get large, plump oats we must run the seed thru the fans and screens two, three and four times. Many grain dealers are talking, talking to farmers and encouraging them to *fan* their seed oats. As the farmers use the heavier and plumper seed they will get more and better grain. If the farmers are going to grow oats they should work for results.

Seed oats should be treated with a solution of formalin and smut prevented. Extensive experiments show that few fields are afflicted when the seed has been properly treated.

We believe that by sowing heavier seed larger yields will be obtained. At our station this year we are sowing 8 to 16 pecks to the acre.

Experiments show a larger yield and a heavier test weight where oats are drilled.

It seems to me there is no reason why you should pay the same price to one farmer for No. 4 oats as you pay another for No. 2. The time is coming when you must get into this game and help to encourage the farmer to grow better oats. When you buy grain on its merits you help along the work of improvement. If the grain dealers of the different sections of the state will hold meetings and talk over this matter of quality I think all will gladly work together.

Adjourned for supper.

The Banquet.

On Tuesday evening the dealers and their friends sat down to a sumptuous banquet in the Main Dining Room of Hotel Savery, a number of ladies honoring the occasion with their presence.

After the cigars had been lighted President Stibbens introduced the following speakers:

J. Wilkes Jones, Gen. Mgr. the National Corn Exposition, Omaha, Dec. 10-19, who invited all dealers to interest their farmer patrons in the show and also to attend.

A. C. Miller of Des Moines spoke of the Improvement of Inland Waterways and especially of the Des Moines River from Ft. Dodge to the Mississippi.

The Hon. B. P. Birdsall, M. C. and member of the Comitee on Rivers and Harbors, referred to the extensive use of waterways in Europe for transporting heavy freight and told of the wonderful reduction in the cost of transportation to be attained thru the Improvement of our Waterways according to a well developed plan.

Knute Knudson, sometimes known as Wm. Murphy, told stories in Swedish-dialect on a number of the dealers present.

S. A. Searle told of the wonderful possibilities of Water Transportation and the Missouri River Navigation Congress.

The banqueters dispersed with every one favorable to Uncle Sam's spending all his money in the improvement of inland waterways, whether any shippers were disposed to divert their grain to water routes or not.

Wednesday Morning Session.

The President called the meeting to order at 10:30 a. m. Wednesday morning and J. A. King addressed the meeting on the advisability of incorporating the Ass'n and changing its name so as to broaden its scope and open the membership to dealers in adjoining states.

Mr. King moved that the Ass'n be incorporated as the Western Grain Dealers Ass'n and the motion was carried.

Mr. King read the articles of incorporation and moved their adoption and the motion was carried.

M. E. DeWolf moved that the Western Grain Dealers Ass'n be considered the successor of the Iowa Grain Dealers Ass'n, that all its property be transferred to it and all liabilities be assumed by it. Carried.

Mr. King read a draft of by-laws and moved their adoption and the motion was carried.

M. Rothschild moved the omission from the articles of incorporation of the clause requiring the action of the Board of Directors on applications for membership to be subject to the approval of the members in convention assembled. Carried.

Mr. DeWolf moved that the new officers of the Western Grain Dealers Ass'n be authorized to sign the articles of incorporation.

The President read the report of the Nominating Comitee as follows:

President, J. A. Tiedeman, Sioux City; Vice-Pres., I. E. Jackson, Cedar Rapids. Directors: M. Rothschild, Davenport; E. J. Skewis, Minneapolis; D. S. Baird, McGregor; Lee Lockwood, Des Moines, and I. L. Patton, Newton.

M. E. DeWolf moved that the report of the Comitee be accepted and that the Sec'y be authorized to cast the ballot of the Iowa Grain Dealers Ass'n and its successor, the Western Grain Dealers Ass'n, for the nominees. Carried.

Sec'y Wells cast the ballot as instructed.

Mr. King of the Comitee on Resolutions read the following report of the Comitee which was adopted:

Amendment of Pure Seeds Law.

Whereas, In the opinion of the members of the Iowa Grain Dealers Ass'n, the law enacted at the last General Assembly relating to the sale of agricultural seeds in its present form is not effective in preventing the sale of impure seeds, and

Whereas, The said law does not apply alike to all who may offer to sell seeds, and is therefore unjust, therefore,

Resolved, That we urge upon the members of the next legislature of Iowa the necessity and importance of so amending the said law, if it shall remain in force, as to make it a just law, and effective for the purposes intended by its enactment.

favor Improvement of Internal Waterways.

Resolved, That the Iowa Grain Dealers recognizing the necessity of increased facilities for the movement of the large and constantly increasing freight tonnage, in order that our vast commerce may not be curtailed by unavoidable delays; realizing that the movement of freight can be profitably done by water for a less price than by rail, and that the development of the resources of the interior portion of our country will be enhanced, and believing that advantage and profit will accrue to

our people by the improvement of our internal waterways, we hereby express our appreciation of the efforts being made in the interest of such improvements and we earnestly declare in favor of a general plan of improving our internal waterways, and we respectfully urge our Senators and Representatives in Congress, and other public officials to use their influence for the accomplishment of this valuable achievement.

Minimum Weight for Car Load Field Seed.

Whereas, The Western Classification Committee have under consideration the establishment of a higher minimum weight for car load lots of field seed than the present minimum of 24,000 pounds, and

Whereas, The increase will in many instances work inconvenience and hardship to the country grain dealer, and

Whereas, The present minimum pays to the railroad an average of more than \$70 gross revenue for a minimum car load from the average Iowa station to Chicago rate points which is remunerative, be it

Resolved, That the Iowa Grain Dealers Ass'n vigorously protest against said increase and instruct our secretary to communicate the resolution to the Western Classification Committee, and instruct him to make all efforts possible to prevent this increase in minimum weight, which will in many instances prevent our members from trading in car load lots, and compel the payment of prohibitive freight rates.

Improvement of Small Grains.

Whereas, The Iowa Grain Dealers Ass'n is desirous that greater interest be aroused among our people that will lead to an improvement in the quantity and quality of our cereal crops, and

Whereas, We believe that great good may be accomplished by our College of Agriculture by paying more special attention to the improvement of the small grains, as has heretofore been done in the improvement of our corn, be it

Resolved, That we, the members of the Iowa Grain Dealers Ass'n, express our appreciation for the splendid work along the line of small grain improvement now in progress at our State Experiment Station, and for the special work the Farm Crops Department of the Iowa State College is doing in creating greater interest in the improvement of small grains among its agricultural students by the addition of special courses in grain judging, as have heretofore been held in the judging of corn. Be it further

Resolved, That we, the members of the Iowa Grain Dealers Ass'n, in order to stimulate greater interest in the improvement of small grains among our students of agriculture and thereby calling its special attention to the farming community in general, favor assisting in the offer of an inducement to stimulate an effort for such improvement, and to that end suggest that each member of this association and all other persons interested in grain contribute such sum as they feel disposed toward a fund to be used for the purpose of purchasing a trophy to be known as the Iowa Grain Dealers Trophy, which will be offered as a prize to be competed for annually by our agricultural colleges.

Said contest to be held in connection with the National Corn Exposition.

The trophy to be won three times before becoming the permanent property of any institution.

The competitive judging work for which this trophy is offered is to be in the grading of grains. The details regarding the rules and regulations governing the contest to be left to a committee of three to be appointed by the Iowa Grain Dealers Ass'n.

E. J. Edmonds.

Whereas, From its inception, the Iowa Grain Dealers Ass'n enjoyed the unfailing friendship and helpful counsel of E. J. Edmonds, and

Whereas, The Great Accountant of the Universe has struck from the Ledger of his Life, its final Balance, be it

Resolved, That the Iowa Grain Dealers Ass'n assembled deplore his death and extend to his family our sympathy. The Secretary is instructed to communicate these resolutions to his bereaved family and engrave them in the records of this Ass'n.

Uniform Bs/L.

Resolved, That the members of the Iowa Grain Dealers Ass'n, attending this annual meeting, are indebted to Mr. E. J. McVann for his address on a subject of importance to us, the Uniform Bill of Lading, in which he gave us such comprehensive and thorough explanation of the work which has been done along that line, the rights of shippers, and the effect of different forms of Bills of Lading.

Improvement of Small Grains.

That we recognize the necessity of improvement in the quality of small grains to

be grown in Iowa, and the importance to the people, more particularly the farmers, of making an effort not only to improve the quality but to secure such varieties of seed as will be best adapted to our soil and climate, that the returns may more nearly equal the results that should be obtained from Iowa farms, which was so plainly shown by Prof. Bowman in his talk upon that subject.

Railroad Claims.

That we believe the splendid discussion with the representatives of the railroads of the subject of claims will result in better understandings, a possible reduction of the work of adjustment, and consideration which will be more satisfactory to both railroads and shippers. The explanations of the methods of the railroad companies in handling claims and of their attention toward the shippers in the matter of claims, gave the grain men present a clearer idea of the matter and a better assurance of an intention to deal fairly with us on that unpleasant part of our business, the settlement of claims, that we sincerely thank Mr. C. C. Richards, General Claim Agent, C. & N. W. Ry.; Mr. W. O. Bunker, General Claim Agent, C. R. I. & P. Ry.; Mr. R. Kirkland, General Claim Agent, Ill. Cent. Ry.; Mr. C. H. Newton, General Claim Agent, Wabash Ry.; Mr. J. D. Shields, representing C. B. & Q. Ry., and Mr. C. W. Jones, Div. Supt. C. R. I. & P. Ry. who so kindly gave us of their valuable time to attend the sessions of our meetings and talk over these questions with us.

H. R. Wright, State Dairy & Food Commission, said, the seed law of this state as is stated in the resolution presented needs fixing. I think all who sell seeds whether they be a farmer or dealer should be subject to the same regulation, and no seeds should be permitted to be sold "to be recleaned." Much is now sold to hardware dealers and others who have no facilities for cleaning.

I notice that your resolution says if this law remains on the statute. Now rest assured it will remain, the people of this country are going to place a permanent check on the importation and sale of weed seeds.

R. B. Carson: If I sell a car of seed to a Des Moines dealer by sample and it contains weed seed am I responsible?

Mr. Wright: If your seed shipment to any point within the state contains quackgrass, wild mustard or charlock, Canada thistle, wild oats, clover and alfalfa dodder, field dodder and corn cockle you violate the law. You may sell anything you like as feed, but you must not sell weed seeds for planting.

If your seed is mixed you must tag it "to be cleaned."

L. Maack: I wish to ask how we are going to escape the penalty of the Iowa law in disposing of the seed the farmers sell us? Must we ship the seed to another state?

Mr. Wright: You would not then be amenable to the Iowa law.

The resolutions were adopted and the committee authorized to draft Resolution of Respect concerning the death of Capt. M. T. Russell formerly of Des Moines.

Capt. M. T. Russell.

Whereas, God in His wisdom elected to call home Captain Milton T. Russell, a former friend and honored member of this organization, therefore, be it

Resolved, That we, the Iowa Grain Dealers Ass'n, in Annual Convention assembled, deeply regret the loss of one who always exercised so strong a personal and benevolent influence amongst men. His cheer and optimism was ever a potential factor in our gatherings and deliberations.

We extend to the bereaved family our sincere sympathy in this their great loss and mourn with them and his unnumbered friends.

Upon motion of Mr. King an audit of the Sec'y-Treas's books by an expert accountant was authorized and the new Board of Directors instructed to accept settlement of the Sec'y on the basis of the accounts after being audited.

Mr. McFarlin spoke of the need to en-

courage the growth of better small grain and the trophy provided for.

Adjourned sine die.

THE INSURANCE MEETING.

The meeting of the policyholders of the Western Grain Dealers Mutual Fire Insurance Ass'n was called to order Wednesday afternoon by Pres. J. A. King.

The financial statement by Sec'y Wells showed the following:

FINANCIAL STATEMENT
Fiscal Year Ending June 30, 1908, Western Grain Dealers Mutual Fire Insurance Ass'n.

ASSETS.	\$
Cash on hand	5,123.23
Advance assessments now due and in process of collection	850.50
General assessment to cover loss and expense for fiscal year ending June 30, 1908, now due	3,006.10
Suspense account	14.35
	<hr/>
	\$8,994.18

LIABILITIES.

Advance assessment for guaranty fund subject to refund on cancellation of policies	\$8,825.84
Advance assessment now due and in process of collection	850.50
	<hr/>
Less amount refunded on cancelled policies	682.16
	\$8,994.18

All losses and liabilities paid in full.	
Cost of insurance 48 per cent of basis rule.	
Total amount insurance written	\$490,300.00
Total amount insurance cancelled	60,700.00

Total insurance in force June 30, 1908. \$429,600.00

The old officers were reelected and the business will be continued as heretofore.

Convention Notes.

R. H. Moomaugh from Nashville, J. T. Buchanan made the trip from Omaha.

Cleveland was represented by F. E. Watkins.

W. E. Mereness came all the way from Milwaukee.

Julius Kunz brot a lady's handkerchief to the great amazement of pullers.

A. H. Wood, and W. C. Affeld rep. The Albert Dickinson Co. from Minneapolis.

C. Sherret of Wicta had a claim to present to his railroad friend, so brot a trunk.

Celluloid foot pocket rules were distributed with the compliments of the Richardson Scale Co.

An earlier meeting and Lake Okoboji as the place for next year's annual was talked on every side.

Turtle pin boxes were distributed by F. H. Hunting with the compliments of Marfield, Tease & Ncyes.

Pocket maps of Iowa were distributed with the compliments of the Grain Shippers Mutual Fire Ins. Ass'n.

J. J. Stream made a persistent effort to illustrate his right to his name. He is on the way to complete recovery.

"OMAHA" buttons of Ak-sar-ben colors were so freely distributed by Sec'y McVann no one had occasion to inquire "Who has the button?"

Peoria was represented by: W. H. Morrison, with Van Tassel's Grain Co.; L. Mueller, with T. A. Grier & Co.; B. E. Miles; C. C. Miles of P. B. & C. C. Miles.

Charlie Timberlake, just fresh from the oat fields, brot in so much rust on his clothes, he experienced difficulty in convincing the room c'erk he was not a house painter in working garb.

Oscar White is still striving to sing a hole thru the bottom of the sea. When

Pure Owl Brand Cottonseed Meal

41 per cent Protein Guaranteed

Analysis Registered

Richest Cattle Food yet known.

Write for our booklet and prices.

F.W. Brode & Co., Memphis, Tenn.

Established 1875

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Car Mover

Address: P. H. JACOBUS, Millstadt, Ill.



THE ATLAS CAR-MOVER
Manufactured exclusively by
The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.
Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.



THE CHIEF EAR CORN FEEDER
PATENTED

This is one of the Biggest Ear Corn Feeders on the market when utility is considered, tho' it occupies little space and sells for a reasonable price.

If you want a feeder that will feed ear corn, wheat, oats, in fact any grain, without extra power or needless worry, write for our prices.

The National Folding Machine Co.
Sidney, Ohio
Western Representatives
P. H. PELKEY CONST. CO., Wichita Kans.
Chicago Representatives
H. W. CALDWELL & SON COMPANY

THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction elevator because:

It costs less.

Can be built quicker and at all seasons of the year.

It keeps the grain absolutely free from moisture.

There is no danger of cracked walls or from settling foundations.

In case it is desired to move the elevator there is at least 50% salvage.

MINNEAPOLIS, MINN.

he was not singing he was busily engaged distributing good pencils or red ribbon badges with the compliments of P. H. Schiffelin & Co.

If the hustlers have their way, next year's meeting will be held at Lake Okoboji first half of the week and men *without* their wives will be sent home to get them.

Mr. Tiedeman explained his arrival without a shirt by a false alarm of fire and a light fingered visitor at Perry, where he changed cars and spent the night. Of course none of his friends believed his story.

Four fire insurance representatives: J. V. F. Babcock and F. D. Babcock Jr. with Grain Shippers Mutual Fire Insurance Ass'n; C. A. McCotter, secy., and H. W. Donnan, Grain Dealers National Mutual Fire Insurance Co.

The ladies present were: Mrs. Buchanan, Omaha; Mrs. Bunch and sister-in-law, Chicago; Mrs. Brackney Clemons and Miss Bauscher, Des Moines; Mrs. Munson, Rippe; Mrs. Hemphill, Dexter; Mrs. Geo. A. Wells, Des Moines.

The machinery men were: W. Bland and C. V. Fitzimons, rep. Avery Scale Co.; F. O. Baldwin, rep. Durable Wire Rope Co.; A. A. Fellows, rep. E. G. Isch & Co.; W. N. Goodman and I. Speer, rep. Richardson Scale Co.; M. M. Snider, rep. Barnard & Leas Mfg. Co.

The automatic scalemen had scales in operation in two of the second floor parlors and captured several good orders for grain shipping scales. The merits of the Avery were explained by W. Bland and C. V. Fitzimons with the aid of a 20-lb. mill scale, and a Richardson 6-lb. package scale was explained by W. N. Goodman and I. Speer.

From St. Louis: J. M. Fuller of Slack-Fuller Grain Co.; M. J. Mullally with John Mullally Commission Co.; E. F. Daly; G. C. Martin Jr. of Goffe & Carneker Co.; John Dower, Supt. of Weights; A. Samuel; H. A. Von Rump; D. P. Byrne of Daniel P. Byrne & Co.; H. H. Savage; M. W. Cochrane; G. L. Graham.

The Chicago firms represented were: E. G. Cool and C. E. Timberlake with T. E. Wells & Co.; F. H. Hunting with Marfield, Tease & Noyes; W. M. Christie, rep. J. H. Dole & Co.; J. A. Waring with Bogert, Maltby & Co.; F. S. Smith, rep. Lamson Bros. & Co.; D. W. Burry; J. H. Ashum, with Pringle Fitch & Co.; W. E. Ward, rep. Ware & Leland; T. Speltz, rep. Rosenbaum Bros.; F. M. Bunch, with Rumsey & Company; C. H. Casebeer, with Rumsey & Company; C. L. Douglass; J. W. Radford; A. E. Schuyler, Asst. Weighmaster; J. J. Stream of J. C. Shaffer & Co.; O. C. White of P. H. Schiffelin & Co.

IOWA DEALERS PRESENT.

H. R. Agnew, Fairbank.
M. F. Broadwell, Hedrick; H. S. Beale, Tama; R. Bullard, Jr., Maxwell; A. Brackney, Clemons; D. S. Baird, McGregor J. Copeland, Waukeee.
M. E. DeWolfe, Spencer.

D. J. Eberhart, Newton; F. Edwards, Albia.
A. C. Heath, Fort Dodge; A. D. Hayes, New London; J. S. Hylton, Lorimer; B. C. Hemphill, Dexter; B. P. Held, Ackley. D. Inglis, Cambridge.

I. E. Jackson, Cedar Rapids; J. M. Johnston, Kelley; W. F. Johnston, Fontanelle. J. A. King, Nevada; J. Kunz, Wesley. C. K. Liquin, Clinton.

L. Maack, Walcott; O. W. Maxwell, Hampton; M. Rothschild, Davenport; A. H. Moeller, Reinbeck; J. C. McMeekin, Ewart; E. R. McDonald, Waterloo; H. L. McCombs, DeSoto; O. K. Morrison, South English; J. M. Munson, Rippe.

J. J. Nurre, Maple River; F. W. Newton, Eagle Grove.

I. L. Patton, Newton; A. C. Petersmyer, Odebolt; C. A. Pfund, Jewell; D. L. Patton,

Kellogg; M. M. Patton, Laurel; F. F. Ruge, Everly; W. F. Rippe, Ira.
G. A. Stibbens, Red Oak; L. T. Spangler, Atlantic; C. A. Slife, Dedham; C. Sherret, Wjota; W. H. Stipp, Marshalltown.
J. L. Taylor, Thornton; J. A. Tiedeman, Sioux City; R. W. Taylor, Runnels; G. W. Tudor, Lacey; M. L. R. Tankersley, Sioux City.
T. Woof, Stuart; C. A. Wildman, Menlo. H. Yost, Libertyville.

Imports and Exports of Hay.

Imports of hay for the eleven months prior to June 1 have been 9,863 tons; against 53,923 for the corresponding period of 1906-7.

Exports of hay for the eleven months prior to June 1 have been 70,394 tons; against 52,529 tons for the corresponding period of 1906-7, as reported by O. P. Austin, Chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice for the eleven months prior to June 1 have been 185,868,016 lbs.; against 195,092,428 lbs. for the corresponding period of 1906-7.

Exports of rice, rice flour, broken rice and rice meal for the eleven months prior to June 1 have been 28,286,000 lbs. of domestic and 8,558,261 of foreign origin; against 27,756,000 lbs. of domestic and 6,929,666 of foreign origin for the corresponding period of 1906-7, as reported by O. P. Austin, Chief of the Bureau of Statistics.

The Buenos Aires Cereal Ass'n, the new option market, is gaining ground. In the establishment of the futures market the Cereal Ass'n has the co-operation of the Bolsa of Buenos Aires.

An inquiry into the cost of growing wheat is being conducted by the U. S. Department of Agriculture, which has sent several hundred thousand circulars to farmers in the northwest asking for information.

S. J. Brown has recovered from the effects of eating corn that had passed thru the moisture test on the Omaha Grain Exchange. The corn had been cooked in oil and tasted good, says Mr. Brown; but in view of the results he candidly cannot recommend the inspector as a chef.

The Deutsch-Sickert Co., of Milwaukee, Wis., has brought suit against the Blair Milling Co. of Atchison, Kan., to recover \$21,068 damages for the shipment of hominy feed of alleged inferior quality to Germany. On account of the feed not being equal to the standard the German government imposed the regular import duty on ground corn.

Grain Elevators at Buenos Aires.

The importance of the Argentine Republic as a grain producing and exporting country is becoming more prominent as American methods of agriculture and trading are introduced; and furthermore, as the increasing population follows agricultural pursuits.

It is a well known fact among students of figures that Argentina could raise enough grain to supply the world with cereal food if her immense fields were properly cultivated; while the world is therefore noting the progress of this South American Republic, the United States is especially interested in that country because it is a direct competitor in the importing grain countries with this country.

In order to keep pace with the progress of its agricultural development Buenos Aires recently organized a Board of Trade, and grain for future delivery is sold on 'Change just the same as in any other market.

An idea of the commercial importance of the country, may be gained from a few figures. The population of Argentina is about 4,000,000. It has over 15,000 miles of railway; the total area devoted to farming is over 36,000,000 acres; 15,000,000 acres is devoted to wheat raising and 4,500,000 to corn.

In 1907 Argentina produced 42,500,000 bus. of Flaxseed; 67,000,000 bus. of Corn; 185,000,000 of Wheat.

Argentina exported during 1907, 7,544,000 bus. of Oats, 103,496,000 bus. of Wheat; 47,907,000 bus. of Corn, and 33,576,000 bus. of Flaxseed.

Argentina therefore is a worthy if not an aggressive competitor of the United States in exportation of grain. It has not only organized a Board of Trade but has erected terminal elevators along the wharves of the city as the accompanying illustration indicates for storing and handling bulk grain. The reproduction of these elevators was taken from a postal card sent to G. F. Shuttleworth of Buffalo, N. Y., by P. S. Penfield of Danbury, Conn., while traveling in Argentina. The Journal reprints the illustration thru the courtesy of *The Roller Mill*.

Imports of grain and flour into Norway during 1908 are expected to show a large increase owing to the failure of the 1907 crops, writes Consul Bordewich of Christiana.

I was well pleased with the *Grain Dealers Journal* when in the grain business. It was beneficial to me in selling, also in buying.—J. P. Fletcher, Kingfisher, Okla.



Grain Elevators at Buenos Aires, Argentina.

Supreme Court Decisions

Refusal of Business Relations. A person has an absolute right himself to refuse to have business relations with others, whether the refusal is based upon reasons, or is the result of whim, caprice, prejudice, or malice.—Lewis v. Huie-Hodge Lumber Co. Supreme Court of Louisiana. 46 South. 685.

Restraint of Trade.—An agreement between retail lumber dealers, whereby one dealer agrees to "protect" the other by asking a higher price than the other for the same bill of lumber submitted to both for prices, is in violation of the statute.—State v. Adams Lumber Co. Supreme Court of Nebraska. 116 N. W. 302.

Shipper's Right to B/L.—A shipper of goods on a vessel is entitled to a B/L therefor as a matter of right; but, where the master claims demurrage for delay in loading, he has the right to give notice of the claim in, or by indorsement upon, such bill; so as to charge a transferee with such notice.—Watt v. Cargo of Lumber. Circuit Court of Appeals. 161 Fed. 104.

Profits and Losses in Joint Adventures.—The loss should fall on the party who assumed the risks and would have reaped the profits of a commercial transaction, rather than on the party whose interest in the venture was confined to a reimbursement of his advances, and who held the legal title only for the purpose of security.—Irby v. Cage, Drew & Co. Supreme Court of Louisiana. 46 South. 670.

Demand for "Suitable Cars."—In an action against a carrier for failure to furnish shipping facilities, a complaint alleging that defendant was a common carrier of grain, and that plaintiffs tendered grain for shipment and demanded "suitable cars" therefor, was not open to the objection that it did not allege the class of cars demanded.—P. C. & St. L. Ry. Co. v. Wood. Appellate Court of Indiana. 84 N. E. 1010.

Gambling Contract—Course of Dealing to be Considered.—On an issue whether a contract was for an actual sale and delivery of cotton or for "futures," it was error to exclude evidence tending to show a course of dealing in "futures" between the parties extending over several years and down to the time of the contract, without any actual delivery of cotton.—Burns v. Tomlinson. Supreme Court of North Carolina. 61 S. E. 615.

Purchase of Tenant's Standing Crop.—One who has purchased from a tenant matured crops still standing in fields on the leased premises has a right, during the term of the lease, to enter and harvest the crop in the usual and customary manner. A provision in the lease against subletting does not affect the right of the purchaser to enter upon the leased premises for the purpose of harvesting the crops.—Kirkpatrick v. Fonner. Supreme Court of Nebraska. 116 N. W. 779.

Messages in Foreign Language.—Where a telegram in a foreign language is accepted for delivery in the country using that language, the telegraph company contracts that it has agents who can intelligently receive and deliver the same; and to defend on the ground of lack of notice of the telegram's importance, the telegraph company must show that the telegram in the language in which written would not convey to one understanding that language notice of the emergency and relationship of the parties.—W. U. Tel. Co. v. Olivari. Court of Civil Appeals of Texas. 110 S. W. 930.

Assumption of Fire Risk on Warehouse upon Leased R. R. Right of Way.—Where a railroad company, leasing a part of its right of way to a lessee, who covenanted to assume all risks of loss occasioned by

fire communicated from locomotives, etc., framed the lease and covenant, and the lessee had nothing to do with the wording thereof, the lease and covenant must be strictly construed against the company, when the lease is relied on by it as a contract to indemnify against loss of property other than that of the lessee.—W. A. Morgan & Bros. v. Missouri, K. & T. Ry. Co. Court of Civil Appeals of Texas. 110 S. W. 978.

Tender of Freight on Grain.—In an action against a carrier for failure to furnish shipping facilities for the carriage of grain, the complaint alleged that the goods were tendered, and that plaintiffs were "willing, ready, and able to pay" the charges thereon. Held, that the complaint was not insufficient for failing to allege payment of the freight on the goods tendered, where there was no basis for computing the amount of the charges, as the quantity of grain to be shipped depended entirely on the number and capacity of cars furnished by the carrier.—P. C. & St. L. Ry. Co. v. Wood. Appellate Court of Indiana. 84 N. E. 1010.

Damages for Telegraf Error.—A mistake by a telegraph company in the transmission of a message directing the purchase of cotton for July delivery, whereby it was made to direct the purchase for January delivery, will not entitle the sender, in any event, to more than nominal damages, where no purchase for July delivery was subsequently made, and there is no evidence that, if made, the cotton would have been sold at a profit, and will not entitle the sender to even nominal damages, where on discovery of the mistake he elected to stand on the contract as made for January delivery, and sold the cotton purchased at a profit.—James v. W. U. Tel. Co. Supreme Court of Arkansas. 111 S. W. 276.

No Recovery on Future Contract under North Carolina Statute.—Under Acts 1889, p. 283, c. 221, § 1 (Revised 1905, § 1689), making void contracts for "futures," and providing that no party or agent of such party directly or remotely connected with such contract shall have or maintain any cause of action on account of any money or other thing of value paid, advanced, or hypothecated by him on account of such contract or agency, and Revised 1905, § 3824, making it a misdemeanor to do any act or aid in any way in this state in the making or furthering of such a contract made in another state, a person who sold cotton "futures" for the account of another and paid the loss thereon cannot recover such loss.—Burns v. Tomlinson. Supreme Court of North Carolina. 61 S. E. 614.

Payment by Check "In Full of Account."—Plaintiff was employed by defendants to perform certain services, and the latter sent him a check for a certain sum as being the amount due plaintiff up to October 1st; the check stating on its face that it was "in full of account." Plaintiff replied by letter that he retained the check as payment in full up to October 1st, but that it was not full payment under their agreement, and, if defendant intended it as such, plaintiff would return it, and would not cash the check until a certain date to enable defendant to reply. Defendant did not reply, and plaintiff cashed the check. Held, that defendant, by remaining silent after receiving plaintiff's letter, must be presumed to have assented thereto, and the check was not an accord and satisfaction of plaintiff's entire claim.—Rauh v. Wolf. Supreme Court of New York. 110 N. Y. Supp. 923.

A gasoline engine will run without attention; but this does not mean that dust and oil should be accumulated. By careful wiping the places where the oil seeps out will not get clogged and the springs and little corners between the rods or levers will not gum up. Dust often contains grit that will grind away the rubbing parts of the engine very quickly.

THE NEW ERA MAN LIFT

The original and only successful and reliable machine on the market. The very best money can buy.

The NEW ERA is the Safe Kind

More of these machines sold than all other warehouse elevators combined. This saves their worth. Time and Labor Savers.

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
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SAFETY MANLIFT

This lift is so well known it is useless to describe it.



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Y
URRELL

Burrell Mfg. Co.
251 So. Jefferson St., Chicago

We LOOK

after your interests carefully on business sent us and secure full market value for grain on consignment. Also give hedging orders prompt attention. TRY US.

McKenna & Rodgers
61 Board of Trade, CHICAGO

COON BROS.
Grain Dryer and Cleaner
Rantoul, Ill.

It takes off surface moisture without scarcely any shrink, thoroughly cleaning it and removing all fine stuff which causes corn to begin to heat. It also prevents bin burned oats by passing through the sun and air knocking the points off taking the appearance of clipped oats. It is simple, no machinery or power required but elevation must be reasonably high. It is all galvanized iron except steel perforated shelves, practical and pays for itself the first season. Write for a description and cut.

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Grain Trade News

CANADA.

Weyburn, Sask.—The Soo Line Mill & Eltr. Co. has bot the Weyburn Lumber & Eltr. Co. mill and eltr.

Granum, Alta.—It is reported that the Claresholm Lumber & Grain Co. will erect an eltr. at this place.

Montreal, Que.—The sixth overhead conveyor of the Harbor Commissioners' Eltr. has been placed in operation.

Estevan, Sask.—The Estevan Farmers Eltr. & Trading Co. is calling for plans and tenders for both 30,000 and 40,000-bu. eltrs.

Winnipeg, Man.—The Security Eltr. Co. incorporated, capital stock, \$500,000. Directors, L. O. Downing, R. H. Moore, Hugh Phillips, Thos. Gillespie and W. K. Chandler.

Cayley, Alta.—The following eltrs. are under construction: Nanton Lumber & Grain Co., at Cayley, capacity, 30,000 bus.; Alberta Pacific Eltr. Co., one at Strathmore and one at Gleichen, capacity 30,000 bus.

Winnipeg, Man.—Contracts for 35 eltrs. were let last week by the Northern Eltr. Co. along the line of the Grand Trunk Pacific, and for 11 along the Brandon-Regina line of the Canadian Northern by the British-American Eltr. Co.

Morden, Man.—T. A. Harris, of Crookston, Minn., has the contract for moving the eltr. of the McCabe Bros. from the C. P. R. tracks to the Great Northern tracks. The eltr. will be moved and remodeled in time for this year's crop.

Ottawa, Ont.—The Manitoba grain bill passed the Senate July 8 after a long debate on the amendment proposed by Senator Davis, to add a clause providing for the grading of scoured wheat. The government objected that it might tend to injure the reputation of Canadian wheat in the British markets, and the amendment was lost. Senator Bernier offered an amendment to make a special grade for No. 1 rejected wheat, which would cover scoured wheat. This was also lost. Senator Douglas gave notice of an amendment to provide grades for Nos. 1, 2 and 3 rejected wheat, which had been afterward scoured. Sir Richard Cartwright promised to consider the suggestion, and if after a conference of grain men it was approved the amendment would be incorporated in the bill when it came before the Commons.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,500.

The National Eltr. has been declared regular by directors of the Board of Trade.

E. L. Glaser of Rosenbaum Bros. has returned from his two months' visit to Europe.

Albert Morse, for many years a member of the Board of Trade, died June 23 at Los Angeles, Cal.

The first car of new rye was received at Chicago July 16 from Illinois, and was inspected no grade.

Mueller & Young have purchased two compartment Hoepner Automatic scale for use in their terminal eltr.

New oats are beginning to move; good quality; highest prices ever known with a big decline probable.—C. H. Thayer.

This is a good consigning market. Grain is selling way above bids. Stocks of grain so low makes a strong market.—H. M. Paynter.

The Calumet and Irondale Eltrs. at South Chicago have been equipped with Peterson Oat Bleachers, put in by the Skillin & Richards Mfg. Co.

A car of new oats grading No. 2 white was received at Chicago July 18 from central Illinois. This is 11 days earlier than the first car received of the 1907 crop.

Coats will continue to be worn on Change, the directors of the Board having followed the recommendation of the room committee that the petition that members be allowed to go coatless be denied.

There is an air of general prosperity around the Board of Trade which is apparent to all observers. There seems to be a better feeling about business conditions and I look for optimism to increase.—John A. Bunnell.

Geo. D. Rumbold on Aug. 1 will succeed Geo. L. Stebbins as mgr. of the Santa Fe Eltr. Co. Mr. Rumbold has been office mgr. and cashier, and has applied for membership in the Board of Trade. Mr. Stebbins has posted his membership for transfer and will engage in the grain business with a firm out of town.

Application for membership in the Board of Trade has been made by Walter C. Teagle, William L. Vance, Christopher Peterson, Edwin S. Waterbury, William A. Tilden, John H. Eiker, David B. Roberts and George D. Rumbold. Applications for transfer of membership in the Board of Trade have been made by Godfrey MacDonald, Fred M. Clary, August Rieser, George L. Stebbins, Leroy A. Goddard and the estate of John Teagle. Members of the Board recently admitted are John H. Herron, Arthur B. Lovell, William E. Webbe, Herman O. Matile, Thomas J. Bartholow, Richard E. Murphy and Harry S. Carroll.

The entire grain trade is upset and on edge about the high prices of corn and oats; that the old supply of oats is exhausted is proved beyond a doubt; new oats are selling on the sample tables at 60c per bus. What is bothering the trade is the attitude the producer will take toward present prices of September oats which are without precedent at this time of year. Will the farmer accept these prices, which are the highest he has ever been offered, or hold for more?

Wheat seems to be on a supply and demand basis. Receipts at Winter wheat terminal markets have been enormous but offset by an active demand from the millers and exporters. With the big Spring wheat crop coming in it will take a steady export and milling demand to maintain values for the time being.—Harvey Williams.

The game of ball between teams representing the Chicago Board of Trade and the Minneapolis Chamber of Commerce was witnessed by several thousand spectators on the afternoon of July 11. The score ended 18 to 5 in favor of Chicago, and with the children's charities of Chicago about \$10,000 to the good. On the Chicago Board of Trade team were H. K. Florentine, J. M. McClean, Albert Kramp, Arthur Howe, Gus Schultz, E. H. Bagley, Joe Murphy, Richard Henry, Jas. Henderson, John Brennan and John E. Linn. On the Chamber of Commerce team were J. J. Quinn, F. B. Baupre, Henry Beutner, R. E. Bagley, Geo. Beckwith, Lou Walling, Edward Hansen, Michael Berger and R. G. Johnson. J. J. Quinn, who is sec'y of the Tri-State Grain Dealers' Ass'n, did excellent work on first base. Judges Joe Griffin and J. P. Malloy held court and assessed fines upon those found guilty on fanciful charges, the maximum thus levied for the game being \$10. In every way the game was voted a success.

The Atchison, Topeka & Santa Fe Railway announces that, effective July 11 on state traffic and August 15 on interstate traffic, it has withdrawn the reconsigning charge of \$2 per car for handling from the inspection track to the end of its rails grain reconsigned to eltrs. or industries on connecting lines. This change is provided in amendment No. 25 to "Santa Fe System" Circular No. 2030-E, reading in full: Grain consigned to shipper's order or otherwise, reaching Chicago via A. T. & S. F. Ry. rails, will after arrival be granted one reconsignment to destinations within the switching limits of Chicago, or to destinations beyond Chicago, without extra charge. If additional reconsignments are made, a charge of \$2 per car will be made for each subsequent movement. Grain reaching Chicago via A. T. & S. F. Ry. rails is placed on inspection tracks at Corwith for inspection. If on account of erroneous or unsatisfactory inspection an appeal is taken, necessitating movement of car from the Corwith inspection track to the appeal track at 18th street, such movement will be made without charge and deposition of the grain will be accepted and switching movement made from the appeal track under the same conditions as would obtain had the movement to the appeal track not been made. Connecting line switching charges on grain so ordered will be in addition to the rate assessed against the grain and will not be absorbed. The charge of any intermediate switching line over which rails it may be necessary for such recognized grain to pass in reaching its destination, will be in addition to the rate assessed against the grain and will not be absorbed. The foregoing rules do not in any particular change present rules governing demurrage.—W. M. Hopkins, Manager Transportation Department, Board of Trade.

COLORADO.

Eaton, Colo.—The Eaton Milling & Eltr. Co. is thoroughly overhauling its eltr. and making some necessary improvements.

Denver, Colo.—Public weights and grades are still longed for by members of the trade and all will use their influence to secure the innovation.

IDAHO.

Lewiston, Ida.—Farmers thru this section of the country are building independent warehouses on account of exorbitant

charges demanded by the so-called trust dealers.—K.

Lewiston, Ida.—This is a barley country. All of the grain is sacked and hauled to warehouses, where it is weighed on trucks in 5-sack lots. Each farmer's crop is piled by itself and bot on average sample. They will eventually get into the bulk system, as the ranches are building tanks to hold bulk wheat.—H. A. K.

Nez Perce, Ida.—The Nez Perce Water Power Co. has sold the Nez Perce roller Mills to Mr. Roberson, of Pullman, Wash. Mr. Roberson is a grain man, having been in the warehouse business for many years. The new firm will buy power from the Nez Perce Water Power Co. to operate mill and eltr., also a large barley mill.

Cottonwood, Ida.—Balfour, Guthrie & Co.'s grain warehouse is being built, and lumber for the Kerr, Gifford & Co., and Vollmer-Clearwater warehouses is being hauled. Each of these houses will be 60x300 feet. The houses will be filled with grain before the Northern Pacific railroad reaches here. Train service will be inaugurated by late fall, so that the Cottonwood grain will reach market in sacks this year.

ILLINOIS.

Lincoln, Ill.—J. R. Ashton's eltr. will soon be completed.

Hayes, Ill.—J. C. Roe has bot S. G. Crawford's eltr. for \$6,750.

Barclay, Ill.—Edwin Beggs has bot the eltr. of Bartlett, Frazier & Carrington.

Stark, Ill.—Miller & Graves are building an eltr. Hiatt & Co. have the contract.

Morris, Ill.—The Morris Grain Co. is installing two Hall Signaling Grain Distributors.

Anchor, Ill.—The Rogers Grain Co. has leased Amos Means' eltr. for another year.

Morrisonville, Ill.—The Herdman Grain Co. has bot a 1,000 bu. Avery Automatic Scale.

Matteson, Ill.—The Stege Grain Co. has purchased an improved Hall Signaling Distributor.

Stewardson, Ill.—Voris & Sons have succeeded G. W. Voris.—J. C. King, Indianapolis, Ind.

Buffalo Heart, Ill.—Edwin Beggs of Ashland has bot the eltr. of Bartlett, Frazier & Carrington.

Dickies Sta., Herscher P. O., Ill.—Inkster Bros. are installing an Improved Hall Grain Distributor.

Rosemond, Ill.—John H. Brown has bot M. R. Corbett's eltr. for \$5,000. Mr. Brown took possession at once.

Peoria, Ill.—The Burlington Eltr. Co. has purchased from the Skillin & Richards Mfg. Co. a Peterson Oat Bleacher.

Maroa, Ill.—The directors of the Maroa Eltr. Co., whose eltr. was burned last spring, will sell its remaining property at auction.

Oneida, Ill.—The recently organized Oneida Eltr. Co. has leased the eltr. of J. H. Dole & Co., retaining W. B. Tiffany as mgr.

Divernon, Ill.—Divernon Grain Co. incorporated; capital stock, \$10,000. Incorporators, Thomas Fisher, Jr., John E. Easley, Ed. H. Riechert.

Peoria, Ill.—Every Peoria distiller has begun suit against the internal revenue

collector to prevent the enforcement of the law in regard to labeling.

Speer, Ill.—The farmers of this section have built a 20,000-bu. eltr., and have incorporated to handle grain, lumber and coal.—John A. Speers.

Aurora, Ill.—The Battle-Dickes Commission Co. incorporated; capital stock, \$5,000. Incorporators, Charles S. Battle, John Dicks, Charles A. Willis.

East St. Louis, Ill.—Interstate Warehouse & Eltr. Co. incorporated; capital stock, \$2,000. Incorporators, Edward E. Felkel, S. Lee Elliott, M. A. Green.

Emden, Ill.—I have remodeled my eltr. and it is now 65 feet high. I have also placed \$350 of new machinery, purchased from the Webster Mfg. Co.—J. R. Aston.

Pana, Ill.—Samuel Umpleby, father of Jas. F. Umpleby, the grain merchant of this city, is very low at his home in Ohlman. Mr. Umpleby is constantly at his bedside.

Harmon, Ill.—Frank Hettinger is building a 52x16-ft. addition to his eltr., which will accommodate an extra dump. He will also place over \$500 worth of new machinery.

Monmouth, Ill.—The leading bucket-shop of the southwest, having offices at Kansas City, Kan., has just opened a branch at this city and pretends to give Chicago quotations.

Mackinaw, Ill.—The new eltr. of John Hoffman, on the Vandalia R. R. is completed. It has a capacity of 10,000 bus., is run by an 8-h. p. gasoline engine and has its own switch.

Cornell, Ill.—The Rogers Grain Co. has sold its eltr. to the Farmers Eltr. Co. which will take possession Aug. 1. The capacity of the eltr. is 50,000 bus., and it is located on the Wabash.

Springfield, Ill.—W. C. Garrard, who was sec'y of the Ill. Board of Agri. for several years, died at his home July 21. He had been in poor health ever since he resigned as sec'y last Fall.

Towanda, Ill.—Towanda Grain Co. incorporated; capital, \$12,000. Incorporators, P. N. Jones, G. H. Geiger, James Donahue. The company will deal in grain, coal, lumber and general merchandise.

Macomb, Ill.—The sale of the eltr. of C. V. Chandler to F. W. Hunter at \$3,065 has been approved by the bankruptcy court. With Ellis & Garrison of Industry Mr. Hunter has formed the Hunter Grain Co. to operate the plant.

Conover Sta., Kilbourne P. O., Ill.—The Turner-Hudnut Grain Co., of Pekin, has leased the grain eltr. here of Rufus Blakely, and has installed Wesley Craggs as its agent. The eltr. has been operated several years by Edwin Blakely.

Foosland, Ill.—With the exception of the two eltrs. owned by Geo. A. De Long and Noble Bros. and an implement warehouse, every business house and many dwellings were burned July 8. Geo. A. De Long's bank building was burned.

Bushnell, Ill.—S. A. Hendee's grain office was robbed recently. The thief pried open the money drawer, securing about \$8. He was captured and gave his name as Fred Turner. He was placed under a \$500 bond to await the grand jury.

Cowden, Ill.—I have purchased half interest in the hay and grain business at Lakewood and hay business at Cowden of Root & Westervelt and both points will do business under the firm name of



Cover's Dust Protector

Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

M. S. COVER
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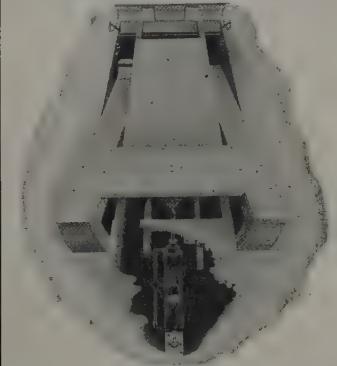


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to pay for, no more accidents to fractious teams when your wagon dump is equipped with a Reliance Automatic Dump Controller.



Easily attached to any wagon dump, and gives absolute control over its movements. Simple in construction. See cut. Buy now and be ready when your dump works overtime in handling the new crop.

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

C. W. Amos of Hedrick, Ind. writes, "We have tried your Reliance Dump Controller and find it to be a dandy. We can control any load. Please ship us another one immediately."

F. P. Moore & Co. 1 will manage both points and reside at Cowden.—F. P. Moore.

Taylorville, Ill.—The two grain dealers and the miller here are said to be engaged in an overbidding contest for the farmers' wheat. Hearing of the fight, farmers within a radius of 15 miles quickly loaded their grain and drove to town to take advantage of the 5-cent boost given prices over night.

Galesburg, Ill.—A. D. Wood, formerly of Cedar Rapids, Ia., has been appointed superintendent of the line of 10 eltrs. recently leased by the Jackson Grain Co. of J. S. Dole & Co., and will have his headquarters in the eltr. at this city. Geo. S. Dole, who sold the country eltr. business, will devote his time to the grain commission business.

Bluff Springs, Ill.—Bluff Springs Farmers' Eltr. Co. incorporated; capital stock, \$8,000. Homer Coleman, pres.; G. G. Trussell, sec'y and treas.; J. F. Hegener, mgr. Directors: H. J. M. Rupple, Ed. Kloker, Albert C. Korte, Chas. Johnson, Ed. Sturke. The company has bot three eltrs. from John Schultz, of Beardstown, for \$7,000.

Peoria, Ill.—We are indebted to John R. Lofgren, sec'y, for a copy of the 38th annual report of the Peoria Board of Trade for the year ending Dec. 31, 1907, containing detailed statistics of the receipts at that market over each of its 12 lines of railroad during each month, a list of members, the rules for grading grain established by the Board and tabulated crop statistics of general interest.

Staley, Ill.—Ludwig & Grady's eltr. was burned July 10 about noon, together with 350 bus. of grain. Loss, \$7,500; insurance, \$11,000. Fire was started by locomotive spark lighting on shingle roof. Plant will be rebuilt immediately. Temporary means will be arranged for handling the oats crop. The new eltr. is to be ready Oct. 1 and will have a capacity of 30,000 bus., with 2 stands of eltrs. and 2 dumps.

Geo. A. De Long of Foosland, B. P. Hill of Freeport and L. J. Jeter of Yorkville, have been appointed by E. M. Wayne, pres. of the Illinois Grain Dealers' Ass'n, as a committee to carry out the wishes of the convention as expressed in resolutions against interest on drafts against grain sold shipper's track, to consider interest on consigned grain, and the reduction of the penalty between No. 3 and contract corn on the Chicago Board. Sec'y Strong is collecting from members a record of the number of days for which interest has been charged on their shipments and the amount of interest deducted. The committee of the Illinois Grain Dealers' Ass'n will confer with a committee of the Chicago Board of Trade.

Champaign, Ill.—The resolutions adopted by the Illinois Grain Dealers' Ass'n, for the establishment of 80-acre experiment farms in each county were considered at a meeting July 7 and 8 of the soils and crop experiment committees of the University of Illinois who were addressed by S. W. Strong, sec'y of the Illinois Ass'n, giving the ideas expressed by E. M. Wayne, pres., in his annual address, and which was the cause of the Convention adopting the resolution. Mr. Strong stated that if the farmers of each county in the state could see the results of fertilization and better cultivation as approved by the University in its work they would immediately follow, and the results would be largely in-

creased crops in Illinois. While this work is shown at the University and different crop experiment stations, still there were too few of them for the great mass of the farmers to reach; and then again the farmer thought that the experiment work was a kind of gardening; but if he could be shown a field he would be convinced.

INDIANA.

Auburn, Ind.—The L. S. & M. S. R. R. is enlarging the eltrs. here.

South Milford, Ind.—C. E. Deal has bot the eltr. formerly owned by Englert & Deal.

Dale, Ind.—A 25,000-bu. eltr. will be built for the Wallace Milling Co. by the Robinson Mfg. Co.

Enterprise, Ind.—W. P. Truitt is erecting a grain eltr. in addition to his flour mill.

Kennard, Ind.—Thomas Kinder & Co. have bot and will operate the eltr. of T. B. Wilkinson & Co.

Talbot, Ind.—I will soon commence to build an eltr. on the site of the one destroyed by fire June 17.—F. A. Vant.

Monroe, Ind.—The Monroe Grain, Hay & Milling Co., a \$20,000 concern, whose stockholders are Adams county farmers, has begun business.

Indianapolis, Ind.—Receipts of wheat at this market have been very heavy recently, compared with the arrivals at other primary markets.

Greenfield, Ind.—Barrett Eltr. Co. incorporated; capital stock, \$16,000. Incorporators, Benton N. Barrett, Joseph P. Knight, Marshall Smith.

Indianapolis, Ind.—W. J. Riley Grain Co. incorporated; capital stock, \$10,000. Incorporators, William J. Riley, Stephen B. Loveless, John E. Riley.

Fountaintown, Ind.—The Fountaintown Eltr. Co. incorporated; capital stock, \$6,000. Incorporators, Martin Moore, William M. Patterson, Thomas H. New

Lucerne, Ind.—Over 5,000 bus. of wheat was received July 11 by O. Gandy & Co. at the eltr. they bot some time ago of Winn & Winn. The quality of the crop here is said to be the best in years.

Covington, Ind.—Thomas J. Marlatt died at his home recently of Bright's disease. He came to Covington in 1856, engaging in milling and the purchase of grain. He is survived by a widow, son and daughter.

Hagerstown, Ind.—Clark Bros. are making some needed additions and improvements in their eltr., including dumpers, weighers, elevators, and every device for quick and effective handling of grain, also corn shellers.

Frankfort, Ind.—C. T. Tucker, broker, has brot suit here against H. H. Heise & Sons, millers of Madison, Ind., to recover \$562 for breach of contract in refusing to accept 10,000 bus. of wheat bot Oct. 10 and 12 for May delivery at Chicago.

St. Louis Crossing, Ind.—John Hill & Sons are in the grain business here with C. E. Nading as agent, having purchased the entire business of the Nading Mill & Grain Co. This station is on the Cambridge City branch of the P. C. C. & St. L.

Kingman, Ind.—Jessup, Nevins & Co. are the only regular dealers. Swain & Madden were formerly in the business at Kingman, but they are both farming and are not entitled to grain bids.—J. M. Brafford.

Berne, Ind.—C. G. Egly is said to be a candidate for the Republican nomination for joint senator for Adams and Allen counties. The Republican leaders recently made the suggestion to him. Mr. Egly was mentioned last fall for the postmaster at Berne.

Boswell, Ind.—Frank Dunkle, of Linden, Ind., has bot the Farmers' Eltr. and took possession July 15. John A. Rice made the sale. John C. Halstead, of Kirkpatrick, has purchased J. P. Allen's eltr., taking possession July 20. John A. Rice made this sale also.

Lebanon, Ind.—J. W. Witt's eltr. burned July 16. Loss, \$8,000. Mr. Witt carried insurance on building and machinery, \$4,000; on grain, \$1,000. A car loaded with grain and an empty one on the Big Four railway tracks were damaged. Incendiary is suspected.

Ft. Wayne, Ind.—A local meeting of members of the Indiana Grain Dealers Ass'n was held in the Commercial Club rooms July 8, 38 being present. The officers are: Pres., Robert A. Brown, Huntington; vice pres., T. P. Riddle, Ft. Wayne, and sec'y-treas., C. F. Davidson, Bluffton.

Muncie, Ind.—Mr. and Mrs. Ed. Elliott entertained the employees of the grain eltrs. along this branch of the Pennsylvania R. R. at their home July 5. Among those present were Mr. and Mrs. Glen Allen, of Coles, and Mr. and Mrs. Frank John, of Radley, Pink Wilson, of Fowlerville, and Will Allison, Matthews.

Losantville, Ind.—We have sold our eltr. and grain business to J. P. Teegarden, of Woodington, O., and W. L. Skinner, of Dunkirk, Ind. These gentlemen will continue the business under the firm name of Teegarden & Skinner. They will rebuild and enlarge the eltr. in the near future. J. F. Seagrave of our firm will have charge of the business.—Bee son & Seagrave.

Indianapolis, Ind.—The noon closing of railroad offices on Saturday is protested against by the Bradford-Files-Thomson Co. in a complaint to the state railroad commission. Their objection is to the charging of demurrage on cars unloaded Saturday afternoon. With the offices closed the company is unable to file rebilling papers and the records do not show that the car has been released. The matter will be taken up at a conference between shippers, railroad officials and the commissioners.

IOWA.

Jasper, Ia.—Greig & Zeeman are erecting an eltr.

De Soto, Ia.—I am painting my eltr.—H. L. McComb.

Hamburg, Ia.—F. McBride & Co. are rebuilding their eltr.

Kelley, Ia.—J. M. Johnston has added a feed mill to his eltr.

Bode, Ia.—L. O. Eaton will be the mgr. of the Farmers Eltr. Co.

Beaver, Ia.—The Farmers Co-operative Eltr. Co. is building an eltr.

Little Rock, Ia.—W. C. Kingery is the new mgr. of Tiedeman's eltr.

Newell, Ia.—I am equipping my eltr. with oat bins.—L. O. Moorhouse.

Paton, Ia.—The Farmers Eltr. Co. is erecting an addition to its eltr.

McCallsburg, Ia.—The Farmers Grain Co. has bot the plant of the Western Eltr.

Co. It has retained me as agent.—E. P. Pierce.

Griswold, Ia.—Turner Bros. of Cumberland are rebuilding their eltr.

Clarence, Ia.—M. B. Cottrell has installed an Avery Automatic Scale.

Grimes, Ia.—The farmers are operating an eltr. here.—Robt. Whittaker.

Plover, Ia.—Farmers Grain & Coal Co. incorporated; capital stock, \$10,000.

Dana, Ia.—We are putting in a new eltr. here.—Minn. & Iowa Eltr. Co.

Bernhart, Ia.—A. D. Hayes is building a 5,000-bu. eltr. on the C. B. & Q. R. R.

Prairie City, Ia.—We intend to put up an eltr. this summer.—Geo. S. Vanderzyl.

Calumet, Ia.—E. Mann has got an improved Hall Signaling Grain Distributor.

Dunlap, Ia.—Jackson & Shehan are adding a 1,000-bu. Avery Automatic Scale.

Mt. Pleasant, Ia.—A. D. Hayes contemplates erecting an eltr. on the C. B. & Q. Ry.

Fonda, Ia.—J. N. Loeltz, of Earling, will have charge of the Neola Eltr. Co.'s house.

Rake, Ia.—The Farmers Eltr. Co. will purchase the building in which it is doing business.

Belle Plaine, Ia.—C. H. Rockwell has got the eltr. formerly owned by J. E. Sponsler.

Dallas Center, Ia.—We are installing an Avery Automatic Scale.—Dallas Center Grain Co.

Allendorf, Ia.—Mr. Nesbitt, of Little Rock, has taken charge of the B. B. Anderson eltr.

Mitchell, Ia.—The Kunz Grain Co. has got Chris' Nyman's 20,000-bu. eltr. on the Ill. Central.

Alta, Ia.—The Farmers Eltr. Co. is repairing its building and repainting it.—Wm. Zeilman.

Davenport, Ia.—The Corn Products Manufacturing Co.'s glucose works will resume work Aug. 1.

St. Anthony, Ia.—Stipp & Harlan are raising their cupola 14 feet and installing a gravity loading spout.

Beaver, Ia.—The farmers have commenced doing business as a co-operative company.—J. W. Jamison.

Dexter, Ia.—My office, which was burned a couple of months ago, I am rebuilding.—B. C. Hemphill.

Sheldon, Ia.—The Scott Logan Milling Co. has recently purchased a Johnson Grain Drier of E. G. Isch & Co.

Tama, Ia.—O. P. Beale & Co., who recently succeeded the Northern Grain Co., are doing a good business here.

Davenport, Ia.—The Davenport Eltr. Co. has got 12 Avery scales, 1,250 bu. per hr., to be placed in its line of eltrs.

Florence, Ia.—The farmers are preparing to build an eltr., having organized a co-operative company.—F. W. Newton.

Pomeroy, Ia.—A. C. Schroeder is the inventor of a new car door, for which the patent will be issued in a few days.

Beacon, Ia.—R. W. Taylor, of Runnels, has got John Price's 15,000-bu. eltr. on the Rock Island and is overhauling it.

Curlew, Ia.—The Tiedeman Eltr. Co. is building a 20,000-bu. cribbed eltr., and hereafter will use its old house as a crib.

Liscomb, Ia.—F. C. Nichols is remodeling and enlarging his eltr. and will install a new gasoline engine.—C. E. Timberlake.

Early, Ia.—A. P. Mennis is building an eltr. on the C. & N.W.—W. E. Merness, Jr., with Chas F. Glavin, Milwaukee, Wis.

Sioux Center, Ia.—E. Vand der Berg has sold out his half interest in the Van der Berg Bros. Eltr. and has leased the Atlas Eltr.

Fairbanks, Ia.—The Agnew Grain Co. expects to make their eltr. more substantial by putting in larger leg and otherwise remodeling.

Chelsea, Ia.—We have recently installed automatic scales, and completed feed house—Wells Hord Co., W. M. Basse, Agt.

Newton, Ia.—On Aug. 1 I. L. Patton & Sons will succeed I. L. Patton Co. in the operation of eltrs. at Laurel, State Center and Kellogg.

Manson, Ia.—We are overhauling our eltr. and repairing the corn crib, which was injured by the storm.—E. A. Brown, S. J. Yoder, Agt.

Sibley, Ia.—The Farmers here have formed the Farmers Co-operative Eltr. Co., and I have been elected as mgr.—J. H. Luken, of Merrill.

Middletown, Ia.—The Farmers Eltr. Co. has let contract to the Barnard & Leas Mfg. Co. for machinery and supplies for its 20,000-bu. eltr.

Kellerton, Ia.—W. L. Frisby and I. J. Dalby have formed the Kellerton Grain & Hay Co. They will erect an eltr. of 10,000-bus. capacity on the C. B. & Q.

Council Bluffs, Ia.—Annual repair work on the Omaha Eltr. Co. building is under way. Among other repairs the boilers at the power house are being reset.

Atlantic, Ia.—G. H. Buton, who operates eltrs. at Maine, Walnut and Hancock, has erected new eltrs. at Kimballton & Elkhorn on the new A N. S. R. R.

Pomeroy, Ia.—We are putting in some new grain spouts and cups. We recently installed an automatic scale.—Pomeroy Co-operative Grain Co., F. C. Hocum, Agt.

Van Meter, Ia.—The Brenton Lumber Co. of Waukeee, Ia., is bldg. an addition to its eltr. and installing a Victor Sheller, a Cornwall Cleaner and a Willford 3-roller mill.

Norway, Ia.—The Farmers Eltr. Co. has recently extended its building and added ample office space. It was formerly owned by the Wells-Hord Co.—John Beyer, Agt.

Stuart, Ia.—Thos. Woof has got the eltr. of Holmes & Williams, which now gives him a monopoly of the grain business at this point, since he already owned the other eltr.

Granville, Ia.—The Granville Co-operative Grain Co. has purchased the eltr. of J. H. Heinz, and will take possession Aug. 1.—Granville Co-operative Grain Co., P. B. Vosburg, sec'y.

Elberon, Ia.—The eltr. of the Nye Schneider Fowler Co. is being removed from the C. & N. W. to the C. M. & St. P. road, in order to be nearer town and have better conveniences.

Gowrie, Ia.—A co-operative co., composed of the farmers here, has commenced the erection of an eltr. at Crooks (no P. O.), on the Ft. Dodge, Des Moines & Southern R. R.—E. J. Harvey.

Cedar Rapids, Ia.—The Jackson Grain Co. has overhauled its eltr. and installed new machinery thruout, including 2 legs

Members of the

Colorado Grain Dealers Association.

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LONGMONT, COLO.

Farmers' M. & E. Co....J. R. Forsyth, Mgr.

LOVELAND, COLO.

Big Thompson M. & E. Co., H. E. Kelley, Mgr.

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Quilchena Bros. Grain Co.

CANON CITY, COLO.

Canon City Milling Co.

with 18-in. buckets, U. S. sheller and a Cornwall cleaner, also 4 electric motors.

Jewell, Ia.—The Farmers Co-operative Eltr. Co., which was recently organized, has bot the eltr. of the Western Eltr. Co., taking possession July 13. Chas. Fenton, formerly with the Western, is retained as mgr.

Griswold, Ia.—Turner Bros., of Cumberland, have completed their eltr. The house is up-to-date and equipped with an Avery Scale of 1,500-bu. per hr. capacity. The work was done by the Younglove Construction Co.

Allerman, Ia.—G. H. Cly, who has been agrt. for the Farmers Eltr. at Allerman, will be succeeded in a few days by Roy Johnson. Mr. Cly will continue in the eltr. business with the Northwestern Eltr. Co. in another part of the state.

Storm Lake, Ia.—Geo. F. Wagner, whose eltr. here was burned last February, has refitted an old eltr. building here for his grain business. A new office has been added, a new engine installed, and the building generally overhauled.

Wesley, Ia.—J. W. Willis, who has been the mgr. of the Farmers Co-operative Eltr. Co. for the past year, has accepted a position with the Western Grain Co., to take charge of an eltr. at Holstein. Albert Klinepeter will manage the eltr. here.

Huxley, Ia.—The Farmers Grain Co., which built eltrs. at Huxley, Allerman, and Des Moines Jc., a year ago, with headquarters at Huxley, is now adding a coal house, feed house and crib to each of these eltrs. O. M. Johnson & Co. is building an oat bin to his eltr.

Waterloo, Ia.—We propose to build five or six new steel tank houses in western Iowa, small capacity, 8,000 to 10,000 bus., but we are not prepared to say just the railroad connections which we will form.—Waterloo & Cedar Falls Union Mill Co., E. R. McDonald, Mgr.

Rhodes, Ia.—Geo. Gilbert, thinking to facilitate the inspection of crops, recently bot a motorcycle, and started for the country. While he was observing the crops the motorcycle attempted to push a lumber wagon off the road. Both Geo. and his wheel are now laid up for repairs.

Lorah, Ia.—The D. Rothschild Grain Co. is building a new cribbed eltr. to replace the one that collapsed May 1. It will be modern in every respect, with dump scale and Avery Automatic. This company will also build one of the same size, 24x24, at Brayton. Mr. Clarence Phillips will have charge of their construction.

Watkins, Ia.—The political bee has been found buzzing near the head of P. O. Christianson, who has secured the nomination for county clerk of Benton Co., and is busy rustling votes. It is to be noted that before he became so busy with political ambitions he gave his eltr. a general overhauling and made substantial repairs.

KANSAS

Fowler, Kan.—Fowler & Newton are erecting a 30,000-bu. eltr.

Sherman, Kan.—The Wm. Kelly Milling Co.'s new eltr. is completed.

Little River, Kan.—George Hoffman's Eltr., 30,000 capacity, is completed.

La Crosse, Kan.—The Moses Bros. Mill & Eltr. Co. is enlarging its eltr. to 15,000 bus. capacity.

Iuka, Kan.—The Pacific Eltr. Co. in-

tends to build a house for its buyer to live in.

Alden, Kan.—D. S. Garner has resigned mgr. of the Farmers Eltr. and Warren Meyers will fill the place.

Summerfield, Kan.—The Craven Grain Co. has completely overhauled its eltr. and installed an 18-h.p. gasoline engine.

Vliets, Kan.—I have removed from Els, Neb. and am now agent for the Baker-Crowell Grain Co.—Theo. J. Click.

Concordia, Kan.—The Midland Eltr. Co. has sold its 15,000-bu. cribbed eltr. on the U. P. R. R. to Concordia Roller Mills.

Marietta, Kan.—We are successors to the Marietta Farmers Eltr. Co.—Marietta Stock & Grain Co., G. A. Howell, mgr.

Clafin, Kan.—The Western Star Milling Co. of Salina, has bot the eltr. of Moses Bros. Mill & Eltr. Co. C. W. Harn is to be retained as mgr.

Atchison, Kan.—Geo. E. Balcom, the bucket-shop operator, who shot himself recently, is said to have owed his customers \$60,000 in margins.

Barnard, Kan.—The Jackman Roller Mill Co., of Minneapolis, Kan., is completing its eltr. A. Witte 8-h. p. Gasoline Engine has been installed.

Topeka, Kan.—W. L. Taylor states that he is in no way connected with the Topeka Southwestern Ry. Co. and will soon engage in the grain business again.

Castleton, Kan.—The Castleton Farmers Grain Co. will erect a 10,000-bu. eltr. Skillin & Richards machinery will be used and Avery Automatic Scale. G. F. McCurley has the contract.

Offerle, Kan.—The Rock Mill & Eltr. Co. has purchased the Kansas Grain Co. eltrs. at this city, Belfont and Lewis.—Thomas Darcy, Agt., Moses Bros. M. & E. Co.

Topeka, Kan.—The Jolly & Blanchard Grain Co. has been granted a charter as a corporation; capital stock, \$10,000. The firm has been doing business for some time.

Mitchell, Kan.—R. J. Johnson has leased his eltr. to the Grain & Supply Co. and will take charge of his eltr. at Lyons and at Noble. He will handle grain, live stock and coal at both places.

Topeka, Kan.—The state grain grading commission met July 24 in the office of the governor to establish Kansas grades. The commission is composed of G. W. Glick, J. M. Cory and J. T. White.

Langdon, Kan.—The Farmers Eltr. here has installed a new 8-h. p. gasoline engine, and will also put in a feed grinder later in the season.—J. A. Lyons, mgr. Farmers Grain, Live Stock, Fuel & Supply Co.

Morganville, Kan.—The Silver Grain Co. has attached a small gasoline engine to the pump in front of its office, which keeps a tank full of fresh water for the convenience of farmers who wish to water their teams.

Meriden, Kan.—Mr. Wagner, former owner of the eltr. here, has obtained a settlement of the Santa Fe road in his suit to recover for failure to furnish cars in the time limit prescribed by the law. The railroad company paid Mr. Wagner \$150 and the costs.

Wichita, Kan.—Kaufman-Boyle Grain Co. has begun business on the Board of Trade. Elmer Boyle, formerly with the Stevens-Scott Grain Co., is the office mgr. and he will also be associated with

Mr. Kaufman, of the firm of O'Neil, Petit & Kaufman.

McPherson, Kan.—At a meeting recently in the office of Referee Z. C. Milliken at Salina the Texas grain shippers who are creditors of the Parker Grain Co., which failed last spring, asked for \$12,000 damages for failure of the company to deliver grain.

Savonburg, Kan.—Richardson & Huff are building an eltr. in connection with their mill. The firm's milling business has grown until they find an eltr. an absolute necessity. In connection with their milling business the firm will engage in buying and shipping grain.

Pretty Prairie, Kan.—Rebuilding of the burned eltr. of the Rock Mill & Eltr. Co. has proceeded at a remarkable pace. The house was struck by lightning on the evening of Saturday, June 27, and on July 15, only 16 days later, the new eltr. was complete and receiving grain. Its capacity is 17,500 bus.

Stafford, Kan.—The Stafford Grain Eltr. & Supply Co. is building a 10,000-bu. house on the A. T. & S. F. R. R. This is another farmers eltr. for Stafford. They are installing a ten-horse Otto Gas Engine wagon and hopper scales and Mattoon Car Loader.—Farmers Eltr. & M'tle Co.

Smith Center, Kan.—The Smith Center Co-operative Grain Co. incorporated; capital stock, \$10,000. W. E. Ross, pres.; W. H. Lyon, sec'y; Willis Cannon, treas.; W. E. Ross, T. E. Knight, W. H. Lyon, John Overmiller and Willis Cannon, directors. The company has purchased the R. H. Sheldon's eltr.

Wichita, Kan.—David Lande, purchasing agent for S. Lande & Co., a large broom corn firm of Chicago, is looking for a location on which to build a broom corn warehouse. George R. Bassett of this city will be associated with Mr. Lande in the construction of the warehouse, which will cost about \$20,000.

Bucklin, Kan.—We will build a 25,000-bu. eltr. on the C. R. I. & P. R. R. on our own land. Owing to not receiving lumber we will not be able to commence work for some time, but our mgr. is buying and loading on the cars, which are very scarce, and we are unable to get them fast enough to handle the trade.—Bucklin Eltr. & Supply Co.

Langdon, Kan.—It was erroneously stated in this column July 10 that the Millers Grain Co., of Hutchinson, D. S. Warwick, mgr., had bot the eltr. of the Farmers Grain, Live Stock, Fuel & Supply Co. The eltr. purchased was that of the Langdon Grain Co., also known as the Langdon Independent Grain Co. The Farmers Grain, L. S. F. & S. Co., of which J. A. Lyons is mgr., is still doing business as formerly and has not sold out.

Leavenworth, Kan.—The Collins & Legler Grain & Hay Co. is constructing a 20,000-bu. grain eltr., 28x48 feet, and 70 feet high, at a cost of \$18,000. It will be a frame building covered with corrugated galvanized iron. It will also be a transfer eltr., and they expect to be able to handle from ten to fifteen cars of grain daily. They have also purchased the two-story brick building adjoining, which is 48x90 feet, in connection with their business.

Wichita, Kan.—The Otto Weiss Stock Food Co. has decided to enlarge its mill and install a set of improved track scales, expending about \$6,000. During the last year the company reports an increase of 350 per cent in sales. The following of-

ficers and directors were elected: Otto Weiss, pres.; J. H. McNair, of Halstead, vice pres.; H. P. Larch, sec'y.; A. O. Rorabaugh, C. B. Warkentin, of Newton, A. M. Weinschenk, of Kingman, and Geo. Theiss, directors.

Ray, Kan.—E. W. Olson, manager of the Farmers Co-operative Ass'n, has filed a complaint against the Mo. P. R. R. for failing to furnish cars to move the wheat crop in this section. His eltr. is full of the cereal but no cars are furnished, tho he has made repeated demands. He states in his complaint that plenty of cars are furnished to dealers at Larned which is close to Ray, but he is being discriminated against. The commission has submitted the matter to the Mo. P. attorney. This is the first complaint to be filed with the commission since the wheat crop began to move.

Manhattan, Kan.—The Kansas Agricultural College this year will distribute 10,000 bus. of improved seed wheat of the following varieties: Kharkov, Malakoff, Turkey, bearded fife, and Defiance, all hard wheats; and Fultz, Zimmerman, Fulcaster and Mediterranean, soft wheats for eastern Kansas; and about 1,000 bus. of Tennessee winter barley for eastern Kansas. The college wheat, thoroughly cleaned and graded, will cost \$2 per bu. f. o. b. including sacks. All applications should be addressed to J. H. Miller, superintendent Farmers' Institute, Kansas State Agri. College, Manhattan.

Wichita, Kan.—At a meeting of the Wichita Board of Trade held July 13, it was decided to raise the price of registered membership from \$250 to \$500. This move was made by the board on account of the increasing business and the greater importance that the Board is assuming. Officers for the ensuing year were elected as follows: Wm. F. McCullough, pres.; C. M. Jackson, vice pres. The sec'y and treas. are to be appointed. Directors, A. R. Clark, J. E. Howard, E. K. Neveling, David Heenan, W. R. Watson, H. Imboden, W. L. Scott. Last year 20,000,000 bus. of wheat was consigned to this market.

Wichita, Kan.—The Robb-Bort Grain Co. has sued the Postal Telegraph & Cable Co. because it left out the word "except" in a telegram to it from the Texas Star Flour Mills at Galveston, accepting an offer on some wheat. In the petition the Robb-Bort Grain Co. states that it offered to sell the Texas company 50,000 bus. of wheat of 78c per bus. and 25,000 bus. at 78½c bus. The Texas Star Flour Mills Co. answered, so it is alleged, accepting the offer "except" 25,000 bus. The Robb-Bort Co. shipped the 75,000 bus. of wheat to Galveston and the latter 25,000 bus. was rejected. The grain had to be sold at 1½c per bus. discount, making a total loss of \$437.50 for which the company is suing.

KENTUCKY.

Owensboro, Ky.—The J. T. Griffith Eltr. Co. will erect a 50,000-bu. eltr. at a cost of \$25,000, for which the machinery will be supplied by the Robinson Mfg. Co.

LOUISIANA.

NEW ORLEANS LETTER.

J. C. Fears, formerly superintendent of the Illinois Central Eltrs. at New Orleans, is now with the Louis Muller Company, Baltimore.

R. C. Jordan, superintendent of the Illinois Central Eltrs., has returned from a 30-day trip through the grain territory tributary to New Orleans.

J. K. Segrave, formerly manager of the export grain department of Steinhardt & Co., is now holding a similar position with J. Sidney Smith & Son, Kansas City.

There has recently been a heavy movement of Texas oats to this market, and their quality was found to be better than for years. All of the shipments were consumed in the local trade.

R. W. Woolsey, formerly connected with the government grain laboratory at New Orleans, has gone to Chicago, where he will be connected with the new government laboratory established there.

Dealers in wheat products used for feed report that demand has fallen off on account of planters in tributary section being now able to supply their own wants from home-raised crops of green feeds.

Exporters of corn to Cuba report that there has been a brisk movement of yellow corn to that market, and that a few odd lots have gone to Central American ports, all shipments being handled in sacks, as usual.

The first of the new crop rice has been received on the market, and all of the seventy mills in Louisiana and Texas have made arrangements to operate their plants this season. This includes six which were shut down last season.

Rice shippers have taken steps to contest the recent action of New Orleans railroad lines in advancing rates from this territory to Chicago and St. Paul territories, and will likely take the controversy to the Interstate Commerce Commission.

There has been little or no improvement in hay conditions. The embargo is still in effect at the Illinois Central terminals, and dealers say that it will be six to ten months before the low grades now congesting the terminals will have been worked off.

All New Orleans eltrs. have been making necessary repairs, and are now in condition to handle the movement of grain thru this port. That this movement is about at hand is stated by exporters and confirmed by the Grain Inspection Department.

R. J. Barr, grain broker, will handle one of the first cargoes out of here, a contract having already been made for Aug. 15. Mr. Barr has recently issued an interesting pamphlet summarizing the grain exporting facilities at New Orleans and giving other important data.

The H. T. Lawler Milling & Trading Co. is reported to have arranged to start its 1,000-barrel flour mill Aug. 15. Lawrence & Hamilton Feed Co. is expected to reopen the plant of the New Orleans Milling Co. about the same time, this firm having recently purchased the plant.

Grain exporters at New Orleans are much gratified at the ruling of the Interstate Commerce Commission, announced last week, by which the Commission compels the Southern Pacific Terminal Co. at Galveston to abrogate the lease which gave E. H. Young control over the company's cotton seed products export wharf. It is held by the New Orleans grain exporters that the principle which the Commission laid down in this case applies with equal force to the lease which the J. Rosenbaum Grain Co. holds on the Sunset Eltr. at Galveston, and that this lease must also be abrogated. When this is done, a source of much irritation to grain men at this port will have been removed, and the two ports will be placed

THE ELLIS GRAIN DRIER

now being installed at the Rosenbaum Bros. Belt Elevator, Chicago, has the following original features that will commend themselves to every practical elevator superintendent.

Automatic cleaning attachment by which not only the Drier is kept perfectly clean but all dust is conducted into a separate chamber and sacked.

Continuous feed attachment combined with the regular charge receiver.

All the waste heat from Drier that contains drying properties is utilized.

So constructed that two kinds of grain can be dried at the same time.

A full description of this plant with photographs and illustrations will be issued shortly.

The Ellis Drier Co.

747 Postal Telegraph Bldg.

CHICAGO

more on a parity than is possible so long as the eltr. is under lease to the Chicago firm.—H.

MARYLAND

Baltimore, Md.—The 1,000,000-bu. eltr., comprising 72 storage tanks, being built for the Pennsylvania R. R., will be completed early this fall.

Baltimore, Md.—Chas. K. Ober, C. R. Howard, J. C. Fears and J. G. Reynolds were elected members of the Chamber of Commerce at the directors meeting Mon., July 20.

Baltimore, Md.—Geo. B. Shaw, formerly of the firm of Hammond, Snyder & Co., has associated himself with me, and the firm name has been changed to E. F. Richards & Co. We will do a general shipping and receiving business.—E. F. Richards.

MICHIGAN.

Riga, Mich.—J. J. Walper's grain eltr. burned July 11.

Detroit, Mich.—The Michigan Hay Ass'n will hold its annual meeting at this city Aug. 19 and 20.

Grandville, Mich.—The Grandville Eltr. Co. will erect a large grain eltr. The officers of the company are H. E. Jenison, pres.; D. M. Jenison, vice pres.; H. M. Jenison, sec'y.; F. J. McElway, treas.

Detroit, Mich.—Cameron, Currie & Co., brokers in grain and stocks, and members of the Chicago Board of Trade and the New York Produce Exchange, failed July 18 with over \$1,000,000 liabilities. Fred G. Austin was appointed receiver.

Ypsilanti, Mich.—W. H. Deubel died suddenly July 16 from a stroke of paralysis while on a business trip to Saginaw. With his brother James he operated mills in Sico, Norwell and Bellville, as well as the Huron and Ypsilanti mills in this city. A widow, two sons and two daughters survive him.

West Bay City, Mich.—I will build a flouring mill with eltr. connected. The mill machinery of my old mill will be installed. The mill capacity will be 130 bbls. wheat flour, 40 rye flour and 30 buckwheat flour. The capacity of the eltr. will be 12,000 to 15,000 bus. grain. I have the M. C. R. R.—John A. Vogtmann.

MINNESOTA.

Ellsworth, Minn.—Chas. Loveland has purchased J. P. Coffey's eltr.

Goodhue, Minn.—Chas. A. Nelson, the grain man here, died last week.

Gary, Minn.—C. S. Bjelde has resigned as buyer for the Monarch Eltr. Co.

Clontarf, Minn.—Louis A. Larson will take charge of the Northwestern Eltr.

Benson, Minn.—I. A. Francis has retired from the management of the Cargill Eltr. Co.

Gibson, Minn.—The Gibson Farmers Eltr. Co. have purchased the eltr. of Nels John Independent Eltr.

Bellingham, Minn.—The Anchor Grain Co. of Minneapolis has sold its eltr. to M. M. Shockley Co. of this city.

Ortonville, Minn.—The Farmers Eltr. Co. has traded its eltr. for Sanborn & Luff's eltr. at Big Stone City.

Windom, Minn.—J. F. McKellen, of Storden, has accepted the position as mgr. for the Farmers Eltr. Co.

Vesta, Minn.—The Schmidt & Ander-

son Co. will erect an eltr. to replace the one destroyed by fire April 16.

Duluth, Minn.—John B. Sutphin, chief deputy weighmaster and at one time mayor of this city, died July 22 of diabetes.

Delavan, Minn.—The new eltr. of W. W. Cargill & Co. burned July 9. It contained some 5,000 bu. of wheat. Loss, \$10,000.

Menasha, Minn.—A. O. Richardson has a deal started to operate the Plein Eltr. as an independent house, and buy grain for himself.

Duluth, Minn.—Sam Hoover, who has been traveling for the McGuire-Atwood Co., has been appointed manager of its Duluth office.

Walters, Minn.—J. P. Coffey sold out to the Federal Eltr. Co. about a month ago. I have been buying here for a year and a half.—R. E. Ludtke, agt.

St. Peter, Minn.—E. J. Matteson has succeeded C. G. Williams as mgr. of the Plymouth Eltr. Co.'s house. Mr. Williams will engage in other business.

Bellingham, Minn.—Morris Shockley, Nels Rudning and H. K. Sortberg have bot the Anchor Grain Co.'s eltr., which will hereafter be operated by the Shockley Grain Co.

Revere, Minn.—W. Lars is to be mgr. of the Eagle Eltr. Bingham Bros. are having some repairs on their engine room.—J. H. Kuntz, mgr., Revere Eltr. Co., formerly of Vesta.

Kerkhoven, Minn.—H. C. Rustad will take charge for the Farmers Eltr. Co. when it opens for business Aug. 1. For the past year he has had charge of Mooers & Co.'s eltr.

Redland Sta., Crookston P. O., Minn.—The St. Anthony & Dakota Eltr. has let the contract to wreck the old house and build a modern plant of 30,000 bus. capacity to C. E. Bird & Co.

Ottawa, Minn.—The Plymouth Eltr. Co., of Sioux Falls, S. D., has purchased the eltr. of the Anchor Grain Co., and is fixing it up in good shape, in time to handle new rye.—E. J. Matteson.

Kiester, Minn.—E. E. Sorr has a contract for painting the Independent Eltr. Co. line of eltrs. from Belle Plaine to Welcome. There are 23 in the line. He will also paint signs on the eltrs.

Reading, Minn.—A deal was completed recently whereby Moreland & Shuttleworth, of Ocheyedan, Ia., get A. Rust & Sons eltr. here and the latter get a quarter section of land near Ruthon, Minn.

Duluth, Minn.—It is reported that McGuire & Atwood of this city and Minneapolis have dissolved partnership. Mr. McGuire going west to engage in the lumber business. The company was lately reorganized as reported in another column.

Kenneth, Minn.—Greig & Zeeman have just completed an addition, 16x26 ft., to their eltr. Olof Opsata, former buyer for E. A. Brown here, has accepted a position in South Dakota with the Atlas Eltr. Co.—W. O. Willey, agt. Greig & Zeeman.

Winona, Minn.—The Western Eltr. Co. has purchased the property of the Northern Grain Co., including 55 country eltrs. and two large terminal eltrs., with storage capacity of 3,000,000 bus., at Manitowoc, Wis. This deal will increase the eltr. capacity of the Winona Co. to 7,000,000 bus.

Duluth, Minn.—The salvage from burned Eltr. D is being handled for the

account of the underwriters of the Brooks Eltr. Co., of Minneapolis, with J. R. Martin in charge. The grain in the annex to eltr. D has been gotten out by rigging up a temporary leg elevating into cars.

Worthington, Minn.—A. M. Gregorson, formerly at Sibley, Ia., and until recently agt. for the Skewis Grain Co. here, has disappeared, short in his accounts, leaving a letter to Chas. Skewis explaining that pressure from old creditors had caused him to use some of the company's money. Mr. Skewis' audit of the books show a shortage of \$500.

MINNEAPOLIS LETTER.

Business will average this year about the same as last—Skewis Grain Co.

The Flour City Grain Co. is disposing of its eltrs. and expects to enter the grain commission field.

The city assessor contemplates assessing holders of memberships in the Chamber of Commerce.

C. S. Wallace, who has been manager of the McGuire-Atwood Co. for a number of years, has been elected sec'y-treas.

The McIntyre-Frerich Co. is one of the new commission companies organized by men long experienced in the grain business.

Minneapolis has a total eltr. storage capacity of 40,190,000 bus.; 9,620,000 bus. is private storage and 30,570,000 public storage.

The Loftus-Hubbard Eltr. Co. of St. Paul has opened an office in the Corn Exchange bldg. with Mr. Loftus in charge.

The Seidl & Dalton Co. has employed John Berger for another year to maintain charge of their Milwaukee office. D. E. Ryan will represent the company on the road.

There is absolutely no old wheat left from winter wheat section. The Northwest is alright and the crop outlook good, tho there was some damage by the hot weather.—G. Sanborn.

The Canton Grain Co. may go into the commission business, tho at the present time it is operating a line of eltrs. We expect a good big crop, all reports to the contrary notwithstanding.—E. Nutter.

P. M. Ingold, with offices in the Flour Exchange, believes he is in a favorable position to handle the consignments of the country shippers and is telling them so. He has no interests in any line of eltrs. and gives all of his business his personal attention.

The Gilfillan Remund Co. incorporated for \$100,000. J. B. Gilfillan is pres. and L. C. Remund vice-pres. of the company, which will do a grain commission business. Mr. Freemire, who was formerly associated with Mr. Remund, has retired from the grain business.

Geo. K. Gibson severed his connection with the Barnum Grain Co. July 1, and has launched into the grain commission business for himself, with a suite of rooms in the Corn Exchange. Mr. Gibson has had experience in many departments of the grain trade, and expects to make a specialty of handling wheat and barley.

Assessors this year are even including grain on track. In other years the assessor and the eltr. men agreed on the amount in store. This year many grain men reported no grain on hand. The assessor secured his information as to grain on track from the state weighmaster; and in cases where terminal eltrs. had been

emptied just before May 1 an arbitrary assessment has been made.

In the July 10 issue of the Grain Dealers Journal it was stated that the Getchell-Tanton Co. had incorporated for \$10,000, which should have been \$100,000. Both Mr. Getchell and Mr. Tanton have long been identified with the grain trade in the Northwest, and the new company is taking a prominent place among the many older companies in this market.

The Quinn-Shepherdson Co. is the name of a new firm just embarking in grain business, the both members of the firm have long been identified with the grain trade. J. J. Quinn has been in the grain business for 17 years. During the last 4 years he has served as sec'y of the Tri-State Grain Dealers Ass'n and the he resigned the office this month has served so efficiently that he was urged to retain the position, which he did. H. F. Shepherdson has been manager of the M. T. Shepherdson Co. at Sioux Falls for a number of years. The company will do a grain commission business.

A crowd of 2,000 attended the ball game between the picked ball tossers of the Chicago Board and the Minneapolis Chamber at Nicollet Park Saturday, July 18. In the first four innings Minneapolis looked a winner, but in the fifth Chicago piled up 8 runs, which, with another in the sixth and two earlier, made a total of 11. Minneapolis made 4 in the eighth and one in the ninth, or 8 all told. Henry of the Boards made a 3-base hit and Florentine of the Chicago aggregation put out 12 men on first base. Henry struck out 9 men and Goulwright of Minneapolis let 6 fan the air. The line up was: Board of Trade—Florentine, 1b; McClean, ss; Howe, c; Kramp, 3b; Schulz, lf; Henry, p; Murphy, cf; Lynne, rf; Cole, 2b. Chamber of Commerce—Barger, lf; Walling, ss; Owen, c; Hanson, 3b; McCarthy, rf; Goulwright, p; Beckwith, 2b; Johnson, cf; Bagley, 1b. The score by innings: Board of Trade—0, 1, 1, 0, 8, 1, 0, 0, 0—11. Chamber of Commerce—2, 0, 0, 1, 0, 0, 4, 1—8.

MISSOURI.

Watson, Mo.—C. J. Hunter has succeeded F. McBride & Co.

Branson Mo.—The Farmers Union of Taney Co. will build a warehouse on the White River.

Versailles, Mo.—Henry Moser, the miller, has nearly completed a 4,000-bu. eltr. at this place.

Stanhope, Mo.—The Mose H. Land Milling Co. of Marshall, Mo., has bot the eltr. here of R. M. Parish.

St. Joseph, Mo.—Fire broke out in the South Park Eltr. Co.'s eltr. June 10 and damaged it to the extent of \$200.

Glasgow, Mo.—Two boys while playing in an eltr. here recently slipped into the grain tank and one of them was suffocated.

Eolia, Mo.—Marcellus Henry has bot Wm. Idle's controlling interest in the Eolia Eltr. Co. Mr. Idle has not yet decided what he will do.

Shelbina, Mo.—S. G. Parsons and son N. H. will buy all kinds of grain this fall, and for that purpose will construct granaries near the depot. They have bot a small eltr., the wagon kind, to facilitate handling the grain.

Blackburn, Mo.—L. R. Zellars has changed his mill into a 10,000-bu. eltr. by removing all the machinery and putting in bins. Geo. Cooper is a track buyer

here for the Mose H. Land Milling Co. of Marshall, Mo.—Frerking Bros.

St. Louis, Mo.—The McLemore Grain Co., Western branch, incorporated, capital stock fully paid \$5,000. Incorporators, J. B. McLemore, F. G. Gordon, J. E. Dixon, H. J. Connor, T. S. McPheeeters, Jr. The headquarters of the company is at Nashville. The firm will do a general commission business.

St. Joseph, Mo.—W. J. Hynes Grain Co. of Omaha, controlling 75 eltrs. throughout Kansas and Nebraska, will establish offices in this city. The company has also signed a lease for five years for the Great Western Eltr. By connecting himself with the Elwood Grain Co. N. P. Shannon, pres. of the Shannon Grain Co. of Lincoln, will make this city his headquarters. The company controls 50 eltrs. in Nebraska. W. J. Hynes says: "It is true that we have leased the Great Western terminal eltr., but this action on our part will in no way change our Omaha business, where we shall continue to maintain our general offices and to operate the Independent Eltr. We shall do a general grain business at St. Joseph, but we have no intention of leaving Omaha now or at any future time."

KANSAS CITY LETTER.

John H. Snodgrass, formerly of Snodgrass, Steele & Co., has formed the firm of Snodgrass & Co.

Henry Lassen, pres. of the Kansas Mfg. Co. of Wichita has purchased the membership of H. D. Yoder on the Board of Trade.

J. A. McNulty, the "grain sacker," has remodeled his portable sacking eltr., installing a 25-h. p. Witte Gasoline Engine. His eltr. is unique in that it can be moved thru the various freight yards of the city.—Witte Iron Works Co.

The Kansas City Hay Dealers Ass'n has made complaint to the Interstate Commerce Commission asking that the minimum weight for carloads of hay be reduced, alleging that two-thirds of the cars will not contain the minimum weight.

The morning's mail was stolen from B. C. Christopher & Co. and the Dayton-C. Otis Grain Co. recently; and the thief sought to cash a draft to B. C. Christopher for \$1,250 by opening an account in that name. After depositing a forged check drawn by the Henry Lichtig Grain Co. he was arrested.

MONTANA.

Cascade, Mont.—The Royal Milling Co.'s eltr. will be erected at once.

Lewiston, Mont.—The McCaul-Webster Co. will erect an eltr. at Raynsford (No P. O.). This is a new town, a few miles from Armington.

Billings, Mont.—The McCaul-Webster Eltr. Co. of Minneapolis is building five 25,000-bu. eltrs. on the Billings & Northern R. R. in the Judith Basin.

NEBRASKA.

Turlington, Neb.—The Duff Grain Co. is erecting an eltr.

Friend, Neb.—Mr. Barr, of Milligan, has bot E. G. Scoville's eltr.

Odell, Neb.—The Odell Farmers Eltr. Co. has decided to build an eltr.

Pierce, Neb.—N. H. Moor is building an eltr. The Younglove Construction Co. furnished the plans.

Milligan, Neb.—I have bot the Scoville Eltr. at Friend, and will move there Sept. 1. I will operate my Milligan eltr.

A FEW DOLLARS

Invested in

Kennedy Car Liners

Will save you time in
Coopering Cars, Grain
Lost in Transit, Inter-
eston Money tied up in
Claims for Shortages.

They Prevent the Loss from Leaky Cars and only Cost \$1.40 Each.

Two bushels of wheat
will more than pay for
one of them.

Write us for informa-
tion or send an order
for a few of them and
be convinced.

MADE BY
FRED W. KENNEDY,
SHELBYVILLE, IND.

also, Frank Reisling being agent.—E. J. Bahr.

Kearney, Neb.—The Trans-Mississippi Grain Co. will install a 20-duct Hall Signaling Grain Distributor.

Tilden, Neb.—The Torpin Grain Co. is equipping its eltr. with an improved Hall Signaling Distributor.

Moorefield, Neb.—The Farmers Eltr. Co. will establish an eltr. here soon, with D. Faulks as mgr.

Sutton, Neb.—The Updike Grain Co., of Omaha, has bot the eltr. formerly operated by the Hynes Grain Co.

Omaha, Neb.—John E. Von Dorn is defendant in a suit for divorce brot by his wife, Louise E. Von Dorn.

Elgin, Neb.—The Cratty Lumber & Grain Co. has bot the eltr. and business of W. F. Hammond.—W. H. Cratty, mgr.

Scotia, Neb.—The Weekes Grain & Live Stock Co.'s eltr. was recently struck by lightning and burned to the ground. Their loss was heavy, partially covered by insurance.

Beaver City, Neb.—The Central Granaries Co. eltr., which is now owned by the Nye, Schneider, Fowler Co., will be opened for business about Aug. 1, with W. P. Hall, mgr.

Burr, Neb.—M. L. Crandall, mgr. of the eltr. and lumber yards of the Paul Schminke Co., who was injured in a runaway accident a few days ago, is not expected to recover. He is suffering from tetanus.

Omaha, Neb.—The Nye Schneider Fowler Co. has bot suit against the Independent Eltr. Co. to recover \$5,676 damages for alleged negligence in permitting grain stored in the eltr. to become damaged.

Omaha, Neb.—Special advertising matter to promote the National Corn Exposition will be issued by the Rock Island and Northwestern roads. The Burlington will distribute 100,000 booklets telling of the Corn Show.

Edholm, Neb.—Edholm Grain Co. is building a 15,000-bu. eltr. G. H. Bichard is the contractor. The officers are: Harry Butler, pres.; Frank F. Loomis, secy.; Peter Hookster, treas.; Joseph Cink, of Abbie, buyer.—Jos. Cink.

Omaha, Neb.—The Peters Mill Co. has broken ground for a two-story warehouse, 80x40. Plans for other additions are in progress and at least one more building 120x50 will be erected during the winter. In the grain department the company will make extensive developments.

NEW ENGLAND.

Taunton, Mass.—The Taunton Grain Co. is contemplating the erection of a grain eltr. this year.

Boston, Mass.—Plans for rebuilding the burned eltr. of the Boston & Albany Railroad are still in abeyance. The only one of the original eltrs. now standing is that of the New Haven, built in 1882. The four other large eltrs. have been burned. It is likely that when rebuilt the Boston & Albany Eltr. will be up-to-date and fireproof. Ample funds are available for a new eltr., the railroad commissioners in 1901 having authorized the road to issue \$1,200,000 of bonds to build an eltr., an issue which never was made. The burned eltr. had a capacity of 1,000,000 bus. and was valued at \$500,000, \$70,000 having recently been spent on repairs. Exports were so light that at the time of the fire the house contained only 25,-

000 bus. of Canadian wheat. It was operated under lease by the New York Central.

NEW YORK.

Alderbrook, N. Y.—The Eaton Milling Co. has built a grain eltr.

New York, N. Y.—The Post Office Dept. on July 16 issued a fraud order against the Mutual Grain Co., of 80 Wall street. Misrepresentations were made to clients, and money sent for investment was never accounted for.

BUFFALO LETTER.

Still a pretty dull grain market, but promise of something better before long.

There is disappointment in the oats crop and prices cannot well come down at present.

The continued high price of feed has been a surprise to many, for there has been a great amount of grass feed in this section.

Alonzo R. James, of the Niagara Milling Co., formerly pres. of the New York State Millers Ass'n, died July 9. Mr. James was at one time pres. of the Buffalo Chamber of Commerce.

The dealers are taking their vacations now, for there may be enough to do later on. R. W. Chapin has been to Boston and H. T. Kneeland, Jr., and H. G. Anderson to various Canadian points.

Bucket-shop operators claim to have discovered a way to evade the anti-bucket-shop law going into effect Sept. 1. Reliance is placed on a certain clause of section 22 of the statutes relating to sales of personal property.*

J. A. Seymour & Co. are credited with receiving the first car of new wheat, which graded No. 2 red. It was received just before the middle of the month. Offerings are light, but the demand is small, for either track or store.

The grain inspectors do not find the receipts very large now and the quality of corn and oats is poor. Of 46 cars of corn inspected one day lately only two were as high as No. 2 and of 12 cars of oats the same day nothing ran above No. 3.

The New York firm of Cushing & Brandt, grain dealers, is preparing to include Buffalo in its list of new forwarding points it is establishing to facilitate the bringing of grain into its New York depot, or of holding it elsewhere on easy call.

The eltr. news turns on the fire in the City Eltr., owned by the New York Central Railroad, which took fire lately, but in the day time and the fire tugs being at hand the fire was put out before the structure was damaged very heavily, which is very unusual.

It now looks as tho the prediction of the wheat dealers of a limit price of 30 cents over Chicago September for No. 1 northern spring wheat would easily be reached before that date, but it does not seem to distress the local millers, as they seldom buy much wheat at this time of the year.

The lakes are doing very poorly in both grain and flour, the elevation of grain showing only about 25,000,000 bus., compared with about 46,000,000 bus. a year ago. But for the fair movement of wheat this amount would be much reduced. The canal is almost idle, the mules having a fine summer turned out to pasture.

Chamber of Commerce members as such or as members of committees of

other city business organizations are prominent in the hearings in Albany in regard to railroad terminals, all taking the side of the State Commission in favor of concentrating freight and passenger stations at or near the present ones, rather than move to East Buffalo, as the roads propose.

Lafayette C. Scott, an old member of the Chamber of Commerce and the Corn Exchange, died July 21 at his home in Orchard Park, not having been able to carry on business much this year. He was past 50 years of age and represented several grain firms in the west in the sales and forwarding business. His son, Ernest Scott, has carried on the business since his illness. He was very much respected by all.

The prospect of good crops in the West is well seconded, the further east dry weather has interferred. The season here has been very growing, but it is now a trifle wet for the wheat harvest. The crop will be a good one if it is got in dry. It is very much needed by the State millers, who have about stopped operations in some sections because they were not able to get wheat at prices that would insure a profit from the flour.—J. C.

NORTH DAKOTA.

Linton, N. D.—S. J. Hagg will erect an eltr. this summer.

Wyndmere, N. D.—The Great Western Eltr. Co. is erecting an eltr.

Stirum, N. D.—The North Dakota Grain Co.'s eltr. is completed.

Milnor, N. D.—An addition will be built to the Andrews & Gage eltr.

Elliott, N. D.—The contract has been let for a Farmers Eltr. at this place.

Noonan, N. D.—The Farmers Eltr. Co. has nearly completed its new eltr.

Marion, N. D.—The Powers Eltr. Co. will place a new foundation under its eltr.

Balfour, N. D.—The Farmers Eltr. Co. has bot the Rothsay Eltr. for \$4,000.

Leal, N. D.—Victor Sulander expects to buy grain for the Woodworth Eltr. Co.

Burlington, N. D.—The Farmers Eltr. Co. has let the contract for a 40,000-bu. eltr.

Souris, N. D.—The Souris Farmers Eltr. Co. has bot the 45,000-bu. eltr. of Paul D. Kuiss

Glasston, N. D.—McCabe Bros. are putting some new repairs on their eltr. and adding a new dump.

Gardena, N. D.—The Farmers Eltr. Co. has purchased the eltr. of the Flour City Grain Co. of Minneapolis.

Mylo, N. D.—The Atlantic Eltr. Co. is erecting an eltr. on the site of the one destroyed by fire last winter.

Minot, N. D.—The Minot Farmers Eltr. Co. is installing a 16,000-bu. automatic scale. N. J. Thorson will continue to manage.

Mandan, N. D.—The Farmers Eltr. Co. has been organized, and an eltr. will be erected at once. Jos. Renner, pres., Jos. Suchy, vice pres.

Buchanan, N. D.—T. M. McLaren has resigned his position with the Monarch Eltr. Co. and will take charge of the Lyons Eltr. Aug. 1.

Mayville, N. D.—The Mayville Farmers Eltr., owned by J. L. and E. B. Grandin, burned July 10. It contained about 3,000 bus. of wheat. Loss reported \$10,-

000, covered by insurance. It will be rebuilt.

Tagus, N. D.—The Tagus Farmers Eltr. Co. incorporated; capital stock, \$10,000. Incorporators, M. J. Brugman, August P. Nelson, W. H. Cassels, Herman Maegeli, Ernest Reed.

Walhalla, N. D.—The Walhalla Farmers Eltr. Co-operative Co. will erect a grain eltr. A cleaner and feed chopper will be installed, and the grain received cleaned immediately.

Clifford, N. D.—Clifford Farmers Eltr. Co. incorporated; capital stock, \$15,000. Incorporators, J. O. Rindahl, John R. Jomdahl, K. S. Sulland, A. A. Rygg, A. T. Kraabel, H. Hanson.

Heaton, N. D.—Farmers Eltr. Co. incorporated; capital stock, \$25,000. Directors: Geo. Swanson, Jim Hambleton, Ed. Williams, Xaver St. Jacques, Tom Lloyd, M. L. Chambers and J. L. Harris.

Mohall, N. D.—Connole & Nelson Eltr. Co. incorporated; capital stock, \$25,000. Incorporators, P. Connole, T. J. Connole, G. Gunderson, all of Mohall, N. D., and J. F. Connole, of Sherwood, N. D.

Fargo, N. D.—A meeting of the Wisconsin Grain & Warehouse Commission and the North Dakota Independent Grain Shippers Ass'n was held here July 23, to consider the building of a terminal eltr. at Superior, Wis.

De Villo, N. D. (Fairmont, p. o.)—The Farmers Grain Co. has recently reorganized. Alex Thompson, formerly agt. for the Acme Grain Co., has been engaged as mgr. and buyer.—C. Whitehead, agt. Cargill Eltr. Co.

Barney, N. D.—The Lyons Eltr. Co. has bot the eltr. of the Ceres Eltr. Co. and will take possession at once. E. S. Ferguson will be retained as buyer. The Farmers Eltr. Co. has taken possession of the eltr. recently purchased of P. A. McGregor.

Spiritwood, N. D.—The new Occident Eltr. to replace the one recently burned, is nearing completion. As the building goes upward the lower workings are completed, so that when it reaches the top the house will be almost ready for business. It will have a capacity of 40,000 bus.

Wolford, N. D.—The Wolford Farmers Eltr. Co. will commence the construction of a 30,000-bu. eltr. Aug. 1, to be completed Sept. 1. It will be 30x33 feet and 42 to the eaves. It will be equipped with a 12-h. p. engine, 16-foot wagon scale, No. 5 Monitor Cleaner, and automatic weigher.

Kermit, N. D.—The Kermit Grain & Mercantile Co. will erect an eltr. with a capacity of 20,000 bus. Honstain Bros. Co. has the contract. At a recent meeting of the company, Frank J. Stanton was engaged as local buyer. Mr. Stanton last season acted as secy for the company. C. H. Manhart will act as secy this year and as a member of the board of directors to succeed Mr. Stanton.

Cooperstown, N. D.—July 14, fire destroyed the eltrs. of the Cargill Co., Monarch Co. and Hammer, Halverson, Beier Co. About 5,000 bus. of grain was contained in the Hammer Eltr. and a less amount in the two others. The Hammer Eltr. will be rebuilt at once and the other two companies will have new eltrs. in time to handle the grain this fall. The loss will total \$30,000, covered by insurance. There is no doubt of incendiarism, two of the eltrs. had been set on fire at the same time.

LaRue, O.—Jas. McNeff is arranging to scoop-shovel oats at this point, for the Brady Grain Co., of Payne, Ohio.—B.

Toledo, O.—Harry Cuddeback, of the Cuddeback Grain Co., has almost entirely recovered from a serious attack of dysentery.

Greenville, O.—We have sold our eltr. to R. K. Beam & Sons, of Ansonia, who take possession at once.—Weimer Grain Co.

Cincinnati, O.—The first car of new rye was received at this city July 18 consigned to the Consolidated Grain & Hay Co.

St. Marys, O.—Fire completely destroyed the mill and eltr. of Curtis Bros. July 3. Loss is estimated at \$12,000, with \$8,000 insurance.

Elizabethtown, O.—F. M. Chancellor, of Oxford, Ind., has bot the eltr. owned and operated by R. M. Branson. John A. Rice made the sale.

Cleveland, O.—The Cleveland Grain Co. has purchased a Peterson Oats Bleacher from Skillin & Richards Mfg. Co., and installed it in its Cleveland eltr.

Toledo, O.—The Heart of the Wheat Cereal Co. incorporated; capital stock, \$10,000. Incorporators, Chas. G. Zeigler, Helen C. Madley, Lydia Scott, C. E. Mower, M. J. Bell.

Morral, O.—Samuel H. DeLong, receiver of the J. P. Barnhouse Grain & Seed Co., has asked the court for permission to expend \$200 to have the books and accounts audited by experts.

Paulding, O.—Henry R. Allen has purchased the grain eltr. of Ireton Bros. & Eikenbary. Mr. Allen is known to his friends as Russell, and is the son of H. M. Allen, of Troy.—The Allen & Wheeler Co., Troy, O.

Cincinnati, O.—The Chamber of Commerce has recently admitted the following new members: Louis E. Kuhler, Clark R. Brown, George A. Dieterle, Ben. T. Botts, Walter C. Gabennesch, Frank Hoffner, Archibald S. White, C. F. Pratt, George D. Crabb.

Mortimer, O.—The eltrs. here which have been closed for some time have been leased by the Ohio Hay & Grain Co., of Findlay, and will soon be opened. V. R. Whities, of Moffatt, will have charge. He was connected with DeVore Bros. in the grain business for many years.

Toledo, O.—The McCabe Grain Co. incorporated; capital stock \$10,000; incorporators, Frank R. Moorman, J. R. Moorman, H. C. Wachter, C. M. Sutphen and W. J. Chisholm. The company is an outgrowth of G. B. McCabe & Co., a partnership, with offices in the Produce Exchange. Frank R. Moorman will be mgr., G. B. McCabe retiring from the firm. All the incorporators are stockholders.

Van Wert, O.—Lightning played pranks at F. D. Brandt's eltr. July 3. Striking a telephone pole the electric fluid ran along the wires into the engine room of the eltr., where it set fire to a lot of cobs and waste. Dense volumes of smoke rolled up and out of the dust chute under the roof of the eltr. The small fire was extinguished without damage to the main building.

Toledo, O.—Suit has again been filed by the Paddock-Hodge Co. against the city of Toledo, for \$495, the price of 800 bus. of oats. The city auditor refuses to pay the bill, which has the sanction of the board of public service, upon the

OHIO.

2 W H O M H E N D E R E

Should U ship your New Oats this season are questions of interest to U Mr. Shipper.

TO WHOM:

Only to a house that does, and knows how to handle oats.

A house that makes a specialty of handling oats, that is in close touch with the local trade.

While we want you to satisfy your self as to our financial standing, and ask you to look us up at your bankers; you owe it to yourself to investigate the ability of the parties you are shipping to, to handle your oats to the best possible advantage.

We claim to have handled as many oats as any other Baltimore house during the crop year 1906-1907, and more than any other house during the crop year 1907-1908. (We mean actual cash oats) and that's what you are interested in primarily.

For several consecutive weeks the oats arriving in this city consigned to us have totaled more than the receipts of all the other firms combined.

WHEN and WHERE:

When prices are best in Baltimore then to this city is where you should ship your oats.

It might have escaped your notice but by referring back and comparing values here during the past five months you will note that Baltimore prices have been much better than others on the seaboard during the greater portion of the time and values have generally held to a steady basis.

While we do not wish this ad to smack of too much egotism, we claim the credit for holding values here to a steady basis, and if you will give this good sound thought you will again understand why you should ship to a house that makes a specialty of handling oats.

Let us mention the fact that we have ample storage facilities for handling oats, which will be further increased in the immediate future upon completion of another local oat elevator on the B. & O. R. R. side.

IT PAYS

to let an up-to-date aggressive house handle your consignments and we would like to hear from you with shipments.

Cars sold on arrival or held subject to your orders.

J. A. MANGER & CO.
216-218 Chamber of Commerce
BALTIMORE, MD.

GRAIN

Oats Our Specialty
Advances on all Consignments

ground that the purchase was made without advertising for bids, and is therefore illegal. One series of bitter litigation has already been threshed out in the courts in regard to the matter.—S.

OKLAHOMA

Verdon, Okla.—The Home Grain Co. is contemplating putting in new steel tanks and sheller.

Lindsay, Okla.—Owing to the recent washouts work has been delayed on Keel & Sons new eltr.

Vinita, Okla.—Union Grain Co. incorporated; capital stock, \$10,000. Incorporators, W. J. Strang, E. L. Orr, George Knapp.

Jet, Okla.—Jet Mill & Eltr. Co. incorporated; capital stock \$10,000. Incorporators, L. L. Lewis, G. W. Atkinson, Elmer Beach.

Lahoma, Okla.—The Memo Milling Co. has completed its grain eltr. The mill, which was shut down for some weeks, is again running.

Calumet, Okla.—The Farmers Union Eltr. Co. is building a 15,000-bu. addition to its eltr.; also putting in sheller, cleaner and new dump.

Union, Okla.—The Yukon Mill & Eltr. Co. has completed the resetting and overhauling of its eltr. at Union City, which was built last season.

El Reno, Okla.—Repairs on the Farmers Union Co-operative Mill & Eltr. Co.'s plant have been completed by J. A. Horn, who erected a 12,000-bu. addition. The equipment includes Marseilles Sheller and 2 Constant Feeders.

Morrison, Okla.—I have disposed of my grain and coal business. The buildings have been torn down, so there is no new grain firm established. If I engage in the grain business again I surely will want the Journal.—J. Wagner.

Ardmore, Okla.—The Ardmore Milling Co. has been organized and chartered under the laws of the state of Oklahoma, with a paid up capital of \$50,000 and the following officers: J. C. Whaley, pres.; E. G. Rall, vice pres.; W. M. Gwyn, secy. and treas. The company has bot the entire interests of the Whaley Mill & Eltr. Co. in their flour mills, grain eltrs. situated in this place. The management will be in the hands of W. M. Gwyn. The company intends to make some needed improvements in the plant.—Ardmore Milling Co.

OREGON.

Weston, Ore.—James H. Price has resigned his position as agent for the Kerr-Gifford Co. and will hereafter look after his own wheat interests in this section. His brother, Frank, will look after the warehouse.

Echo, Ore.—J. E. Murphy, of Portland, has commenced the erection of a fireproof building 32x60 and 18 feet to the eaves, of cement and steel to be used for an alfalfa meal mill. The mill will have a capacity of 25 tons every 24 hours, and will cost \$25,000. Mr. Murphy has leased the Henrietta mills and will run them in connection with his alfalfa mill.

PENNSYLVANIA.

PHILADELPHIA LETTER.

The Southern Steamship line will start on July 25 with vessels running between Phila and Charleston, S. C.

Capt. John O. Foering, former chief grain inspector here, will leave for the Canadian grain belt early in August, on a

tour of condition investigation as well as pleasure.

The durum wheat shippers here as well as the macaroni flour dealers are much encouraged over the news that a second line of steamships will begin a regular service from this city to Italian ports in a short time.

The burning question of raising freight rates by the trunk lines has stirred up the grain trade here as never before and the transportation committees of the Commercial Exchange are moving heaven and earth to have this proposed advance side-tracked.

The new complaint committee of the Commercial Exchange to take up the matter of fraudulent contracts and unbusiness-like practices perpetrated upon the members, consist of Chairman George M. Warner, Antonio Sans, Fred O. Shane, Sydney Street, and Russel Wager.

Technologist John D. Shanahan of the National Grain Standardization Laboratories in Washington, D. C., who paid a brief visit to this city recently, expects to start soon for Europe to examine thoroughly into the mold, bacteria, moisture and other detrimental conditions of grain as found in all of the leading grain centers there, and will make an exhaustive report to the Agricultural Department upon his return home. Cars, ships, eltrs., storehouses and all international commercial statistics besides the atmospheric conditions will be carefully investigated.

The transportation committee of the Commercial Exchange at a meeting July 14 decided to appeal to the railroads for immediate relief from the excessive freights on grain from Buffalo to Philadelphia compared with the rates from Georgian Bay ports to Montreal and Portland, Me. The Commercial Exchange has entered into communication with the Pennsylvania, Reading and Lehigh Valley Railroad Companies, and a special committee of the exchange will shortly be appointed to take the matter up with the railroad officials with a view of obtaining such modification of the rates as will permit of at least a part of the season's vast harvest being handled by local merchants.

Considerable interest has been taken by the membership of the Commercial Exchange as well as the grain trade in general here in an article appearing in the Grain Dealers Journal in the issue of June 25 on "Natural Shrinkage," and many favorable expressions have gone forth, indorsing the stand taken. Only recently the Pennsylvania, Philadelphia & Reading, and Lehigh Valley Railroads have endeavored to enforce this deduction here, which the Exchange members are vigorously resisting. Some of the leaders in the grain business have brought suits against the transportation companies for claims, and a special committee has been appointed to take charge of the matter, but thus far have been unable to get any satisfactory reasons from the railroad officials for their action, or prospect of redress.

Pure Food Commissioner Wiley in his recent address at Atlantic City to the Independent Biscuit Bakers organization of the United States shocked some of the Phila contingent who went down to the seashore to get posted as well as to keep cool, by the emphatic statement that "bleached flour makes dyspepsia, and that is the principal cause of divorce and other domestic infelicity." An extensive corn receiver on 'Change is consoling the injured ones with the report given his in-

dustry by the Superintendent of Insane Asylum at Columbus, S. C., that bad corn is producing a leprosy disease in the South, similar to Italian pellagra, and the plague is spreading. The funny man of the Exchange adds the ancient but well authenticated theory that "De Lord made de corn, de corn made whiskey, and de whiskey made Jimmymcrats."—S. R. E.

SOUTH DAKOTA.

Langford, S. D.—Columbia Eltr. Co. will erect an eltr.

Yankton, S. D.—B. F. Withee has been appointed mgr. of the Atlas Eltr.

Toronto, S. D.—G. A. Love is the new mgr. of the Farmers Alliance Eltr. Co.

Garretson, S. D.—W. S. Hanson has been appointed mgr. of the Farmers Eltr.

Canton, S. D.—Chas. R. Moulton, mgr. of the Farmers Eltr. here, has resigned.

Rutland, S. D.—The Abrams & Schultz Co. has bot the Hawkeye Eltr. Co. eltr.

Howard, S. D.—The Ostroot Eltr. Co. has sold its eltr. to Frank Smith of Madison.

Estelline, S. D.—C. O. Ostroot has sold his eltr. to Frank Smith, who has taken possession.

Arlington, S. D.—Connor & Hewitt have sold all their eltrs. except the two located here.

Dallas, S. D.—Doans-Sears Co. is installing the new Hall System of equipping eltr. legs.

Pierre, S. D.—Manager Billings, of the Van Dusen Eltr. Co., has resigned, to take effect Aug. 1.

Eaton, S. D.—E. R. Fleming of Fairmont, Minn., will engage in the grain business at Eaton.

Arlington, S. D.—The Atlas Eltr. Co. is rebuilding its eltr. and generally improving its property.

Parker, S. D.—A Farmers Eltr. Co. has been organized to purchase the eltr. of the Reliance Eltr. Co.

Montrose, S. D.—P. J. Kjelmyr has purchased a half interest in A. H. Betts' eltr. and will take charge.

Lemon, S. D.—The Empire Eltr. Co. is building 4 eltrs. here each with 25,000-bu. capacity.—Wm. Cronan.

Bryant, S. D.—F. C. Smith has bot the eltr. of the Snyder Eltr. Co., of Colman, S. D., taking possession July 10.

Colman, S. D.—Ben Nace, of Flandreau, has been engaged to buy grain for the Colman Eltr. Co. the coming year.

Mitchell, S. D.—A. A. Truax is putting in a new elevator stand and putting on a roof and pan at the Plankington Eltr.

Watertown, S. D.—The Kasota Grain Co., of Kasota, Minn., will establish a branch here, with Geo. O. Farrell in charge.

Canton, S. D.—The Farmers Eltr. Co. is installing an automatic scale, and independent loading spout and making repairs.

Elk Point, S. D.—Farmers Eltr. Stock Co. incorporated; capital stock, \$10,000. Directors, A. S. Disbrow, E. P. Bartlett and others.

Miranda, S. D.—A 25,000-bu. eltr. is being built here for J. T. Scroggs, of Beresford, S. D., by the Younglove Construction Co.

Butler, S. D.—Bert Hayes, formerly with F. M. Slagle & Co., of Carnes, Ia., is now associated with the McCaul-Webster Eltr. Co. here.

Platte, S. D.—I have bot the Van Hembert & Van Zee eltr. and will operate it under the name of the Platte Grain Co.—L. C. Button, mgr.

Alexandria, S. D.—C. E. Lyman has sold his eltr. to the Farmers Grain Co. The eltr. has a storage capacity of 20,000 bus. John C. Wagner will be mgr.

Bridgewater, S. D.—A. Hillmer, for several years mgr. of the Atlas Eltr. Co. at Sioux Center, Ia., has accepted the position as mgr. of the Farmers Eltr. Co.

Wetonka, S. D.—The McIntyre-Freerich Co. has sold its eltr. to L. L. Heil, a local banker. He will engage an operator. The capacity of the building is 35,000 bus.

Huron, S. D.—Geo. D. Smith, of Farmer, S. D., has bot of J. H. Windhurst the Van Dusen Eltr. on the Chicago & Northwestern tracks for \$6,000. Mr. Windhurst will engage in other business.

Madison, S. D.—A. E. Conner has sold his eltr. to D. McKinnon, who has taken charge of the plant. Mr. Conner has been interested in the grain business for a long time and is not sure he will stay out of the business.

Alcester, S. D.—A farmers eltr. and stock co. has been incorporated; capital stock, \$10,000. Directors, A. S. Disbrow, E. P. Bartlett, Chas. Rowley, E. W. Erickson, J. A. Dahlin, E. Rosemore, Henry Ring, R. M. Day and John Higness.

Wilmot, S. D.—The Empire Eltr. Co. has torn down its engine house, and a new one is being erected of brick. W. Miller and J. A. Bailey, of the Miller Eltr. Co., of Minneapolis, Minn., have let the contract for building a flat house near their eltr.

Madison, S. D.—The Farmers' Grain & Produce Co. will erect a 25,000-bu. eltr. and equip it with a 1,500-bu. Avery Automatic Scale, 10-h. p. gasoline engine and New Era Man Lift. The Younglove Construction Co. has the contract. J. A. McGovern, formerly mgr. of the Winfred Farmers Eltr., has been appointed mgr. M. E. Hart is pres.

Winfred, S. D.—On account of poor health I have resigned as buyer for Larkin & Thompson. D. Whitlow, of Madison, will take my place. The Harrington Grain Co. of Pipestone, Minn., is making some improvements in its eltr. Larkin & Thompson will install a gasoline engine and make needed improvements.—G. M. Simmons, mgr. Larkin & Thompson.

Miller, S. D.—An accident that came near proving fatal to Chas. Thompson occurred here recently. Thompson attempted to oil the line shaft under the eltr. and near the bearing is a very dangerous set screw in the collar extending about three inches above the collar. This caught his clothes, and in a second he was twisting and tearing his clothes to shreds. He was badly bruised, but no bones were broken.

SOUTHEAST.

Jacksonville, Fla.—I am building a dock and warehouse 95x400 and not an eltr.—Jay H. Durkee.

Roanoke, Va.—Wilson Wertz will erect a grain handling and storage plant and has purchased equipment.

Richmond, Va.—At the annual meeting of the Richmond Grain Exchange July 14 the chief grain inspector reported that during the year there had been inspected 397 cars of grain and 240 cars of hay, a decrease of 54 cars of grain and an

increase of 99 cars of hay. The arbitration committee decided four cases during the year without appeal. The other reports showed the affairs of the institution to be in good condition. The Exchange has lost during the year four members by death and resignation, seven new members being admitted. The present membership is 67. Captain B. A. Jacob was re-elected secy and treas, this being his 27th term. Rudolph King was re-elected chief inspector of grain and hay; H. D. Riddick, deputy inspector of grain, and S. R. Gates, deputy inspector of hay. Among the committees named were the following: Arbitration Committee—J. D. McIntire, George D. Mayo, W. C. Bentley, John S. Lear and L. Neal. Grain Committee—S. T. Beveridge, H. W. Wood, S. R. Gates, R. A. Justis and W. N. Lewis. Hay Committee—C. W. Wingfield, R. L. Chinery, W. R. Todd, E. B. McGeorge and J. J. Fairbank.

NATCHEZ LETTER.

Natchez, Miss.—Lamar Carkeet, at Pritchett & Co.'s warehouse, suggested that some of the local dullness might be charged to the fact that the high stage of water has caused the levee contractors to suspend operations for the time being and that they now had their stock out on pasture and were compelled to feed very little.

That it is "unusually dull here at present" is the sentiment expressed by most of the wholesalers within the past few days, but Geo. P. Chamberlain, of the Rumble & Wensel Co., observed that there was good demand for crushed feeds and that oats and hay sold fairly well. Locally raised corn will soon be plentiful enough to supply temporarily sufficient quantities of that cereal.

S. Baker Stewart, with the Postlethwaite & Chase Co., said that business with them, up to July 1, was better than for the same period of last year, but had fallen off some since the 1st. He added that western oats have proven so inferior that his firm began ordering entirely from Texas since that crop commenced to come in. Native corn will be used so long as it lasts, but there are constant requests for crushed feed. All of their hay is selling well, but the Colorado alfalfa proves a great seller for it keeps its fresh green color beautifully and thus presents a pleasing appearance to the purchaser as well as furnishing satisfying nutriment to stock.

The cotton boll weevil is likely to drive some of the planters of the south into diversified farming. Reduced acreage, because of land planted to something else than cotton, will enable the planter to more completely handle and control what he does put in cotton. Grass, the evil genius of cotton planters, will be permitted to grow spontaneously as it naturally does, and more pasture will result from this intentional neglect. Cattle raising follows, and extra corn has to be planted. Oats, barley, wheat and other cereals must be experimented with and some of these experiments are sure to prove successful. Thus shall the grain business, in a small way, at least, be affected by the coming of the insignificant little boll weevil.—B.

TENNESSEE.

Fayetteville, Tenn.—H. K. Holman, who completed a new flour and corn mill some time ago, has decided to retire on account of ill health, after having been engaged in the grain business for 35 years. The mill is to be sold.

Nashville, Tenn.—Roddy & Young

Dust Collectors

There are several "named" Dust Collectors. When you want quality there is only one. It is made of extra heavy material, made to wear. It's like other DUST COLLECTORS in shape, that's about all. It will do what any other will do and then some.

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"The velocity of air on the suction side of the fan is always greater with the '1905' Cyclone Collector, due to its lower resistance and consequent greater air handling capacity."—The Mechanical Engineering Dept., University of Michigan.



The "New Cyclone 1905"

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.

Bros. constitute a new grain firm composed of Fillmore Roddy and R. and J. S. Young. The firm will do a local as well as re-shiping business. The re-shiping will be conducted through the Hermitage Eltr. Co. and the Nashville Warehouse & Eltr. Co.

TEXAS.

Ganado, Tex.—The Ganado Eltr. & Warehouse Co. has ordered two Hall Signaling Grain Distributors.

San Antonio, Tex.—We have succeeded Messrs. Allen & Glover.—J. L. Matthews & Co.

Saratoga, Tex.—The Grain Dealers Journal is one of the most interesting journals that comes to our desk.—McGinty Bros.

Houston, Tex.—The Houston Rice Exchange has been organized by E. R. Spotts, Chas. T. Pritchard, H. W. Cortes, Rawle Buchner and Bernard Brown, and will begin operation Aug. 1.

Houston, Tex.—The 3-story reinforced concrete mill of the Mercantile Grain Co., which is being erected by G. E. Richmond, will have an output of 40 tons of manufactured food, 5 tons of corn products and 4 cars in transit every day of 12 hours, with one operator and 5 helpers. The building replaces the one burned and is fireproof.

WASHINGTON.

Waitsburg, Wash.—The Farmers Warehouse Co. has completed its new warehouse.

Walla Walla, Wash.—The Pleasant View Warehouse Co. has incorporated for \$6,000.—K.

Dayton, Wash.—Corbett Bros., of Huntsville, have bot Joseph Fair's corn mill; consideration \$5,500.

Kahlotus, Wash.—The Kahlotus Grain & Supply Co. has purchased Mayor L. M. Weston's warehouse, for \$5,000.

Prescott, Wash.—The Farmers Warehouse Co. has completed a warehouse 250x50 feet, capacity, 80,000 sacks.—K.

Kahlotus, Wash.—F. B. Thorp of Roseburg, Ore., a former agent for Kerr, Gifford & Co. here, will take charge of the Farmers Warehouse grain business.

Latah, Wash.—Farmers Union Grain Co. incorporated; capital stock, \$20,000. Incorporators, C. C. Barth, F. W. Korsmeier, A. J. Brincken, Joe Judkins, M. Poore.

Walla Walla, Wash.—The date of the allotment of grain bags having expired, C. S. Reed, superintendent of the state prison, has been authorized to sell the remaining sacks to anyone applying.

Pomeroy, Wash.—The Farmers Union Warehouse Co. incorporated; capital stock, \$6,350. They will engage in the handling of grain, having purchased the Henley Company warehouse, to which an addition will be made.

Krupp, Wash.—The Hammond Milling Co., of Seattle, has completed a 60x120 feet warehouse here. T. C. Hunter, of Reardon, will be mgr. Krupp expects to ship 1,000,000 bus. of wheat this year. The Farmers Grain & Supply Co. is erecting a warehouse. They expect to build an eltr. another year. The Salisbury Lumber & Grain Co. has its eltr. nearly completed.

WISCONSIN.

Richwood, Wis.—The Farmers' Eltr. has been damaged by fire.

New London, Wis.—The P. M. Olson Co. will erect a produce eltr.

Milwaukee, Wis.—Fagg & Taylor have purchased a Peterson Oat Bleacher from Skilin & Richards Mfg. Co.

Highland, Wis.—The warehouse of John Hible was recently destroyed by fire. Loss \$10,000, partly insured.

Allenton, Wis.—J. Ruplinger & Co. have installed a No. 16 Clipper Clover Power Mill, also a 6-h. p. gasoline engine.

Milwaukee, Wis.—Harrison M. Couse, for 26 years in the employ of E. P. Bacon & Co., as grain track man, whose duty it was to inspect all grains received by that company, died suddenly, July 15, of hemorrhage of the lungs. Mr. Couse was 67 years of age. He is survived by his wife and three daughters.

River Falls, Wis.—The Eltr. & Warehouse Co., in which are represented five locals of the A. S. of E., has purchased trackage. It has planned to build a warehouse here this summer, and the erection of an eltr. in the near future. The company has made arrangements with the Prairie mills to handle grain for its members during the coming year.

Madison, Wis.—We are indebted to John M. True, sec'y, for a copy of the 555-page annual report of the Wisconsin State Board of Agriculture for 1908, containing the proceedings at the annual convention of the Board, a statement of the acreage devoted to different crops in each county in 1907 and 1906, and a complete list of all prize winners at the State Fair.

MILWAUKEE LETTER.

Memberships in the C. of C. are quoted at \$250 net to the seller.

Wm. Hottenson, of W. M. Bell & Co., has just returned from an extended trip to the north.

Edw. H. Hiemke, of L. Bartlett & Son Co., and wife, are spending a few weeks at Okauchee lake.

Eastern demand light for corn. Will take it at about 1c under present prices. Not much moving at present prices. Smith of Franke Grain Co.

There is some rye now being bot for Aug. and Sept. shipment. There is no demand now, distillers opening up about Sept. 1st, and millers being the only buyers.—H. Jahns, Jr., Co.

Application for membership in the C. of C. has been made by Chas. B. Crangle, Harry C. Carr, A. F. Brenner. Applications for transfer of memberships has been made by Robt. G. Morey, Howard L. Kreider and W. F. Wilson.

Have seen samples of new grain and they looked fine. Expect the new crop will greatly exceed the old in quality and think it will be on the move, by the last of August. Everything is about two weeks ahead of last year.—B. G. Ellsworth.

G. A. Schroeder, who has been manager of the Manegold Mfg. Co., has resigned his position and launched into the grain and flour business for himself. For the past eight years he has been sec'y of the Milwaukee Millers Ass'n and has a wide acquaintance among the grain and mfg. trade.*

The milling industry of Milwaukee will soon be increased by the entrance to this city of the Standard Milling Co. of Buffalo, N. Y., which has decided to close its Buffalo mill Aug. 1, preferring under present conditions to supply the trade of the Buffalo mill from its Milwaukee plant. The mill has a capacity of 1,000 barrels a day.

While nothing has been heard from the Rock Island road on our complaint to the Interstate Commerce Commission for the re-instatement of rates from points on its lines, I believe the action of the Illinois Central road in acceding to our complaint will have a favorable bearing on the former road before the case is heard.—Geo. A. Schroeder, Chrmn.

That there is really another crop of grain grown and that it looks to be of fine quality, is evidenced by the samples which have been coming in fast for the past several days. The first sale of new barley reported was for future shipment at 60c per bus., made to the American Malting Co. The samples received are of such good quality that buyers are discounting to some extent the offerings of old barley on the tables.

I. C. Lyman, of Lyman-Smith Grain Co., very quietly sprang a surprise on his fellow members of the Chamber by announcing his engagement to be married in the near future, but absolutely refused to name the date or the fortunate one. Hardly recovering from the shock of the news, the members were treated to the announcement of the engagement of Walter C. Holstein, of the Mohr-Holstein Com. Co. Walter, however, was not so backward about giving away secrets and says that Jane Billerbeck is the name of the lucky one.

Business in general, to say the least, is just about dragging along from day to day, with barely enough stuff coming to give the impression that business is going on as usual. That part of the barley crop which was being held by shippers imbued with the idea that prices would again soar, is beginning to make its appearance and is finding sale at remarkably good prices considering the range of about two weeks ago. During that time prices have advanced fully ten cents per bu. The tendency of other grains is very bullish; corn hovering around the 80c mark, with some sales to outside points at that figure; while wheat appears to be headed for the \$1.25 goal. Oats has caught the advancing fever and has reached the 60c mark. The short crop of the departing season is certainly having its bearing on prices, in view of the encouraging prospects of the growing grain, which, under ordinary circumstances, would have the effect of pushing prices down below the established level.—Slits.

Corn and the weather evidently don't agree. They recently had a failing out and corn got hot in several cases, making it necessary to allow a discount to straighten matters up.

Hemp growers of Mexico are said to have given up the fight to control the market price. Their combination held together for several months, until the recent sale of 20,000 bales of hemp by one concern to the International Harvester Co.

Karachi is destined to become one of the heaviest wheat shipping ports in India. Terminal grain elevators are to be established at Karachi to be operated in connection with small elevators along the lines of railroad in the interior. How well Karachi is coming to the front is shown by comparison of its exports of wheat during 1907, with those of Calcutta and Bombay, its shipments having been 977,614 tons, against 5,290 tons from Calcutta and 27,078 tons from Bombay, as reported by Consul-General Wm. H. Michael, of Calcutta.

The Commission's Order Suspending Pv's Elevation Allowance.

The considerations which moved the Interstate Commerce Commission to order the Union Pacific to cease paying the elevation allowance, as stated in the Journal July 10, are given in the following report by Commissioner Harlan on the rehearing:

While adhering to the general principles expressed in the last report of the Commission in this proceeding, further reflection and further knowledge of the actual operation of the contract between Peavy & Co. and the Union Pacific railroad have led us to the conclusion that the reduction under our previous order of the allowance of $1\frac{1}{4}$ cents per hundred pounds to three-quarters of 1 cent does not reach far enough, and has not sufficed to cure the evil of which complaint was made. That reduction was made on the theory that an allowance of $1\frac{1}{4}$ cents per hundred pounds was more than the cost to Peavy & Co. of the service performed on their grain and was therefore an unnecessary rebate.

Advantages that are unlawful may be enjoyed in ways that do not involve the direct payment of rebates. And we think that Peavey & Co. do enjoy in the actual operation of their contract advantages that do not accrue to other shippers of grain. The mixing of grain is said to be one of the largest sources of profit to a grain dealer. By mixing a carload of inferior grain with a carload of grain of higher grade the aggregate value of the two carloads is increased and the dealer's profits from the sale are larger than they would be if the two carloads were sold separately. The storage of grain beyond the elevation period of ten days is also of commercial value to grain dealers. The "treatment" of grain is of advantage to them in that it results in enhancing its value. Weighing and inspection are also of advantage to the owner of the grain. As was expressly stated in our last report, such services are commercial services and are in no sense a part of elevation as defined in the act to regulate commerce.

If therefore the Union Pacific railroad pays to Peavey & Co. an allowance of three-fourths of 1 cent, or of any other amount, however small, on grain belonging to them which has been mixed, treated, stored, weighed or inspected in their elevators, it amounts pro tanto to a contribution by the Union Pacific railroad to Peavey & Co. of the cost of securing these commercial results and benefits. The allowance therefore not only results in an undue preference when paid on grain belonging to the owner of an elevator thus under contract, but, in effect, is also an unlawful rebate, unless confined to grain that is reshipped within the elevation period of ten days and has not been mixed, treated, weighed or inspected.

No way has been suggested by which the Union Pacific railroad may avail itself of the Peavey elevators under the contract in question without giving to Peavey & Co. and to their grain the commercial advantages alluded to, and these advantages we regard as an undue and an unlawful preference. We therefore hold that the practice of the Union Pacific railroad in paying to Peavey & Co. an allowance under such circumstances upon their own grain is unlawful.

IT IS ORDERED that the Union Pacific railroad be, and it is hereby, notified and required forthwith to cease and desist for a period of two years from paying any allowance to Peavey & Co. on

their own grain received into any of their elevators at Kansas City and Council Bluffs (or on grain so received in any of said elevators in which they have any direct or indirect ownership or interest) that is not reshipped out of said elevators within ten (10) days after it has been received therein; and to cease and desist from paying an allowance to Peavey & Co. on grain belonging to them, or in which they have any direct or indirect ownership or interest that has been mixed, treated, weighed or inspected in any of their said elevators at Kansas City and Council Bluffs.

High Test Dry Battery Wears Out Sooner.

It seems very strange—nevertheless, it is a fact—that almost every person who runs an automobile, motor boat or gasoline engine of any kind, when buying dry batteries, will insist on having them tested before purchasing same and will select those batteries which show the highest initial amperage.

This certainly is an error. The average man believes that a set of batteries which tests from twenty-two to thirty amperes is superior to a set of batteries which tests only from sixteen to twenty amperes. As before stated, this is a serious error, as every test which has been conducted by the very best authorities on dry cells, and by the very best leading authorities in the gas and gasoline engine field, has demonstrated beyond any question of doubt that a set of dry cells of any good standard make which will test from sixteen to twenty amperes will outwear and outlast by fully 12 to 15 per cent any set of cells which test from twenty-two to thirty amperes.

Almost any large manufacturer of dry batteries will tell you that they can without any extra expense or effort on their part produce high amperage cells more easily than they can turn out uniform lower amperage cells. If their past experience in the manufacture of dry batteries had proven that high amperage would give the best results, why wouldn't they all be only too glad to make them that way?

To further prove the above statement I want to call the reader's attention to the fact that one of the largest battery companies (of which the author happens to be an officer) tests every cell it manufactures four times during the course of construction, the last test being made twelve hours after the cells are finished and every No. 6 (size $2\frac{1}{2} \times 6$ inches) cell which tests over twenty amperes is thrown aside and disposed of as a "second" (for door bell purposes, without any brand or label on same) at a reduced price.

Another serious mistake which the average purchaser of dry cells makes in purchasing his batteries is to buy the No. 6 (size $2\frac{1}{2} \times 6$ inches) cell for gas and gasoline engine ignition purposes. It is true they give good and satisfactory results and that he obtains "value received" for his money, but if he would only stop to think that a set of the No. 8 (size $3\frac{1}{2} \times 8$ inches) cells would outwear and outlast four sets of the No. 6 (proven so in every test made by the leading authorities) he would no doubt see his error.

It is true that the initial expense of a set of No. 8 cells is considerably more than a set of the No. 6 size, but if he will take a pencil and figure it, he will see almost at a glance that a set of the No.

8 size will cost him a great deal less than four sets of the No. 6 size, and will readily see where, in the long run, figuring his battery maintenance cost per year, the No. 8 size is by far the cheaper and more economical to buy.—M. A. Loeb in *Gas Review*.

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economical.

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MINNEAPOLIS, MINNESOTA

Seeds

The government will report on Aug. 10 on the condition of blue grass for seed.

The Cache Valley Grain & Seed Co., which has succeeded C. A. Smurthwaite at Logan, Utah, has removed to new quarters.

We have a good stand of clover and an abundant crop of hay, but it is hard to tell about the seed.—Henry Kramer, Maria Stein, O.

The Blue Grass Seed Pool has been negotiating with the Commercial Club at Lexington, Ky., with a view to erecting a large plant.

The Crosman Seed Co., of Rochester, N. Y., suffered \$15,000 loss by the burning July 7 of two barns, in which were stored seeds and supplies.

The condition of clover sown this year in Michigan is reported by Geo. A. Prescott, sec'y of state, Lansing, Mich., to have been 88% on July 1.

Since July 15 the price of bags at Toledo, O., has been 22c for Stark A and 19c for new American, the value of damaged seed bags to be set by the inspector.

Seed dealers agree that the Iowa pure seed law should be amended if it is to be effective, and should be changed to remove the discrimination against seed merchants.

The harvest of blue grass seed in Kentucky was one of the largest known and the quality is good, although quite a lot of weeds were present.—M. C. Rankin, Commissioner of Agriculture, Frankfort, Ky.

White clover will not yield well to the acre, the average being about $2\frac{1}{2}$ bus. and the quality fair. Alsike will yield about 5 bus. to the acre and be of good quality, write J. Ruplinger & Co., of Alton, Wis.

A. Mangelsdorf and his son, August, of Atchison, Kan., have been east looking up plans for the seed corn bins they intend to erect this fall at an expense of several thousand dollars for building and special cleaning machinery.

Henry F. Cochems, a candidate for Congress in opposition to the present incumbent from the fifth district at Milwaukee, Wis., assails free seed and book distribution by the government. He says the system has been so abused that the annual cost per Congressional district is nearly \$10,000.

The Iowa Seed Dealers' Ass'n at its recent annual meeting elected C. N. Page of Des Moines, Ia., pres.; Henry Field of Shenandoah, Ia., vice pres.; J. L. Hamilton of Cedar Rapids, Ia., treas., and W. C. Adams of Decorah, Ia., sec'y. The following were appointed on the legislative committee: C. N. Page, H. H. Johns of Sioux City and W. C. Adams.

The last general assembly of Iowa enacted a pure seed law that was intended to prevent the planting by farmers of seeds containing weed seeds and impurities. Restrictions were placed on the dealer in seeds while "seed that is grown, sold and delivered by any farmer on his own premises for seeding by the purchaser himself, etc., is an exception to the law. This is no doubt illegal as class legislation and prevents the accomplishment of the purpose intended by the law.

The L. L. Olds Seed Co. has leased Hoebel's warehouse and the unoccupied portions of the new Hoebel building at Madison, Wis., until it can erect a plant of its own. Local merchants have become interested in the company, which suffered the loss of its building at Clinton last year by fire.

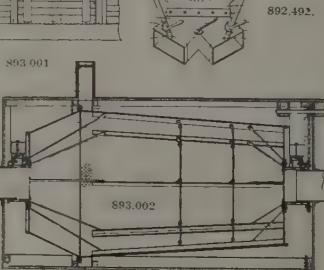
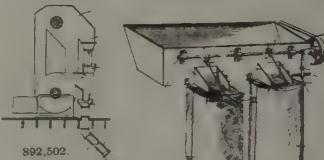
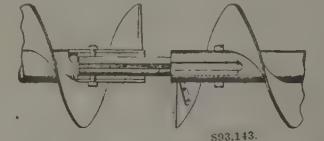
Patents Granted

Sack-Filling Apparatus. No. 893,516.
(See cut.) Chas. E. Keeran, Harrington, Wash. A power-driven shaft agitates the frames supporting the sacks, the shaft and the frames being secured to the feed hopper by bearings and hinges. A ratchet clutch throws the crank shaft either into or out of engagement with the driving pulley.

Coupling for Conveyor Shafts. No. 893-143. (See cut.) Frank C. Caldwell, Chicago, Ill. The two conveyor shafts are coupled by a third shaft, a bushing intervening between the third shaft and the hollow inside of the conveyor shafts. The bushings have seats on their outer faces and ribs on their inner faces, the ribs being engaged by seats on the coupling shaft. The bushings are secured in the ends of the shafts by the bolts.

Dust Separator. No. 833,002. (See cut.) Frank Martin, Worcester, Mass., assignor to the Aero Pulverizer Co., Portland, Me. Thru a horizontally arranged revolving shell passes an air current and dust mixture, in the same direction, one or more baffle plates arresting the coarser particles and throwing them to the sides of the shell to be discharged towards one end of the shell at its point of greatest diameter. The shell carries vanes for lifting and showering the material.

Grain Cleaner and Drier. No. 892,502.
(See cut.) James S. Coon, Rantoul, Ill.
Extending thru a vertical cylindrical casing
is a central spindle carrying a perforated
spiral plate forming a helical chute for
the grain. Outside of the cylinder is a re-



Kansas City commission men are installing heavy oak sanitary desks of late design which are supported by legs instead of pedestals and hence are mouse proof. No one has ever known a mouse to run up a bare wooden leg when in a vertical position. The grain samples in the average receiver's office attract many mice which do much damage to stationery and cause no end of annoyance. Cats and traps have been unable to keep the pest down but the vertical wooden leg has proved very effective.

reflector arranged to cast the rays of the sun upon the cylinder. A series of superposed fan casings is arranged parallel with the drum formed by the vertical screen and is connected thereto by practically continuous passages. Fans are arranged within the casing and are carried by a single drive shaft.

Grain Door. No. 893,001. (See cut.) Thos. J. MacLaughlin, Ottawa, Ont. Supplemental door posts of soft material are secured to the permanent door posts; and removably secured to the supplemental door posts are longitudinally extending cleats. Pivoted to the center of the beam at top of door is a rod extending thru a ring, with means for locking to the car roof. The door is slightly greater in width than the opening between the posts, being adapted to abut one post and extend on the inside of the opposite post. Cleats hold the door in position.

Grain Meter. No. 892,492. (See cut.) Martin Zimmerman, Jeromeville, O. The meter comprises a feed trough, a discharge delivery hopper, an intermediate intermittently-revolving poised grain drum provided with diametrically opposite grain receiving and discharging openings, means for poising the drum, valves mounted in the feeding trough, means for closing the valves when the drum is depressed, grain charge separating valves within the drum and means for maintaining the grain drum in depressed revolving position when one of the openings does not register beneath the feeding trough.

Books Received

RUSSIAN WHEAT AND FLOUR IN THE EUROPEAN MARKETS.—The detailed study of Russian wheat undertaken by the Buro of Statistics has been concluded by a bulletin just issued, prepared by I. M. Rubinow. Much of the matter contained in this 100-page pamphlet is presented for the first time in English. While the main cereal grown in Russia is rye, yet since the emancipation of the serfs in 1861 the wheat area has been steadily growing at the expense of rye and other cereals, and wheat may become the main Russian crop in another 5 or 10 years, is the conclusion of Dr. Rubinow. The wheat acreage in Russia grows almost without regard to the price of grain. The Bulletin discusses domestic conditions, principal European markets, comparisons of prices in Russia and the outside world, and wheat flour exports, and contains 11 diagrams and 75 tables. Bulletin 66, U. S. Dept. of Agri., Washington, D. C.

BUCKWHEAT CROPS OF THE UNITED STATES.—Two series of tables have been compiled recently from the records of the Dept. of Agriculture and published in a pamphlet, one table giving for each state the acreage, yield per acre, total crop, and farm price per bu. annually since 1866; and the other table giving the same statistics by years for each state. Immediately after the civil war buckwheat was an important crop in Pennsylvania and New York, the crop of the former, 9,718,000 bus. in 1866, never having been surpassed since. Production falling off in the Keystone state New York became the leader and in the last 6 years has grown about 6,000,000 bus. annually. Michigan and Wisconsin, the two states on the shores of Lake Michigan, are the leading western producers, their crop is only one-tenth that of their eastern sisters. The largest crop reported during the 21 years was that of 1866, which was 22,791,000 bus.; the crop of 1870 was one-half that of

1869 and the harvest fell off still farther in 1873, to 7,837,000 bus. for the entire country, or less than a single state produced in earlier years. The crop continues to be of commercial importance in New York and Pennsylvania their total for 1906 having been 10,900,000 bus., out of 14,641,000 bus. of the entire country. Bulletin No. 61, Buro of Statistics, U. S. Dept. of Agriculture, Washington, D. C.

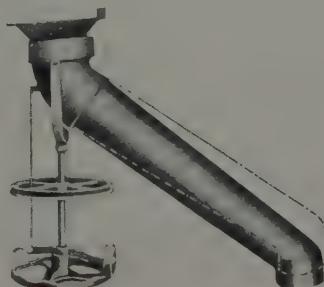
RED BOOK ANNEX.—For the convenience of traders a vest pocket abridged edition of the annual Red Book has been issued by Howard, Bartels & Co. It contains the more interesting statistics, grain inspection and commission rules and blank pages for memorandum of trades. Paper; 72 pages; Howard, Bartels & Co., Chicago, Ill.

RYE CROPS OF THE UNITED STATES.—The Dept. of Agri. has just issued its compilation of statistics of the rye crop for the past 21 years, comprising tables showing for each year and each state the acreage, production and value of rye since 1866. Rye, which figures so largely in the agriculture of Europe, occupies a minor position in the United States, the acreage devoted to the coarse grain having been nearly stationary for many years. The heaviest production was in 1902, 33,630,000 bus.; against 31,750,000 in 1891 and 23,180,000 bus. in 1867. Pennsylvania, Michigan and Wisconsin lead in the production of rye, and are followed by New York, Nebraska and Minnesota in the order named. Kansas became a heavy producer in 1876, overtaking Pennsylvania with 3,450,000 bus.; Wisconsin made its first big crop in the following year, and in 1879 Illinois took the lead with 4,050,000 bus. Bulletin 60, Buro of Statistics, U. S. Dept. of Agri., Washington, D. C.

Automatic Lift Distributor.

An automatic distributing spout which may be operated from any floor of an elevator is illustrated herewith. It is not only automatic in name but in mechanical action. No matter in what direction the indicator wheel is turned the turn head raises out of the funnel and remains out, until the desired point is reached on the indicator, and the cable is released. Then the spout will drop in the funnel where it is held.

One of the main features claimed for this lift by the manufacturers is that it will not mix grain. It may be noted from the cut that the mechanism which raises the turn head out of the funnel is a very simple device. The step box is provided with a track which raises and lowers the turn head as the indicator wheel is turned. This machine is manufactured by the Burrell Mfg. Co.



R

— + FUMA =

Live weevil plus a little Fuma equals dead once every time

Fumigate Your Elevators and Mills With

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums
Send for printed matter

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

May 1909

CORN

Those desiring some highly interesting comments and data respecting May 1909 Corn should write me at once.

E. W. WAGNER
99 Board of Trade CHICAGO

NON-SIFTING
SAMPLE ENVELOPES
TULLAR ENVELOPE CO.

Successors to
HOWE ENVELOPE CO., Ltd.
303 Congress St. West, Detroit, Mich.

RATS & MICE EXTERMINATED SCIENTIFICALLY

WITH
Pasteur Vaccine Co. Rat Virus
Non-Poisonous—No Odors

The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

MURATUS—Gelatin Form, 50 and 75c.
RATITE—Liquid Form, 75c, \$1 and \$1.50.

Write for further particulars and testimonials to

PASTEUR VACCINE CO., Ltd.

Bole Concentrator and Baffled Pasteur,
Paris, Biological Products,
7 Rue Meybœuf, Paris, France.
New York, 368 West 11th Street.
Address Dept. K, Chicago, 323-325 Dearborn Street.



The GRAIN DEALERS JOURNAL.

The Peterson Purifier or Bleacher.

Purifying or bleaching oats has become such an important business that J. A. Peterson, superintendent of one of Chicago's large terminal houses, desirous of turning out uniform work in large quantities evolved the idea of running the oats thru a system of conveyors and subjecting them to sulphur fumes while in transit.

The grain enters the upper box of this Purifier at one end and is immediately dampened by means of steam from a 1-inch pipe. From this conveyor the grain is dropped into the next box underneath, where it is subjected to sulphur fumes, the latter being conveyed to the lower four boxes by means of eight 2-inch pipes. The conveyors act as mixers, and as the fumes enter the grain at eight different points there is no possibility of a kernel escaping contact with the fumes. It will therefore be seen that a uniform grade of work is necessarily the result.

The water spray is dispensed with, it being unnecessary to dampen the grain so thoroly with this system. For this reason it is not necessary to turn the grain before loading, and it can usually be loaded within three or four hours after the bleaching.

The fumes are drawn from the furnace thru a small exhaust fan and from it are forced into a dome or spreader, from which they are distributed into the eight 2-inch pipes mentioned. The fumes have no opportunity to escape until after

they have passed all the way thru the machine, and therefore there is no loss of fumes. The amount of sulphur consumed is also small, meaning quite a saving in a year.

The machine is built entirely of cast iron, which is not perceptibly affected by sulphur fumes, and will last indefinitely. There is another point greatly in favor of the machine, and that is that it does not require the constant attention of one man. It can be started the same as a cleaner or similar machine and needs no further attention except oiling and such care as should be exercised over any machine in a general way.

Fire insurance rates are also in its favor, as permission has been granted for its installation within six feet of the elevator building without an increase in rate. This machine will handle as much as 5,000 bus. per hour.

The machine requires little space and can be adapted to almost any location. There are several of them in use throughout the country, and as the quality of their work is becoming known the demand is increasing.

While the machine, as stated above, is the idea of Mr. Peterson, his ideas were put in concrete form by the Skillin & Richards Mfg. Co. which is now manufacturing them.

Think we have seen lowest prices on grain. From now on until new crop believe market will rule higher.—W. J. Doyle.

Exports of Glucose, Corn Oil and Cake.

Exports of glucose for the eleven months prior to June 1 have been 120,593,207 lbs.; against 140,403,329 lbs. for the corresponding period of 1906-7.

Corn oil cake amounting to 61,150,137 lbs. was exported during the eleven months prior to June 1, against 51,796,221 lbs. for the corresponding period of 1906-7.

Corn oil exports for the eleven months prior to June 1 have been 3,529,391 gals.; against 2,547,781 gals. for the corresponding period of 1906-7, as reported by O. P. Austin, Chief of the Buro of Statistics.

Exports of Breadstuffs.

Our exports of breadstuffs for the 10 months prior to July 1 have included 3,981,918 bus. of barley, 51,715,110 bus. of corn, 1,097,546 bus. of oats, 2,419,755 bus. of rye, 100,212,161 bus. of wheat, 13,875-357 bus. of wheat flour; compared with 7,955,984 bus. of barley, 82,392,332 bus. of corn, 3,893,438 bus. of oats, 749,090 bus. of rye, 74,819,049 bus. of wheat, and 15,491,177 bus. of wheat flour for the corresponding ten months of 1906-7. The total value of breadstuffs exported for the ten months was \$205,350,759 against \$174,247,796 for the corresponding ten months of 1906-7, as reported by O. P. Austin, chief of the Buro of Statistics.



The Peterson Grain Purifier or Bleacher.

Supply Trade

The Burrell Mfg. Co. has sold repairs for 4 elevators belonging to Madden Bros. near Kankakee.

Bryce M. Hess of the Hess Warming and Ventilating Co. was married July 18 at Indianapolis to Miss Julia Hereth.

Improved Hall Signaling Distributors have been purchased for equipping elevators at Straw, Glengary and Lewiston, Mont.

J. L. Owens & Co. have disposed of their grain cleaning machinery and goodwill will no longer cater to the elevator trade.

As a business-bringer, the direct and straightforward advertising matter will always more than hold its own with the fancy and quirky "novelties."

The Link Belt Supply Co. is furnishing McCord's terminal Eltr. with machinery, and is sending a large quantity of country elevator machinery to North and South Dakota.

The Power Appliance Mfg. Co. reports a satisfactory and increasing business; it has taken on a new line of steam packing goods and has lately sold several big coal handling outfits.

J. J. Gerber reports the best demand for spouting he has ever had. He is furnishing a record-breaking order of spouting for the new Fort William Elevator of the Canadian Pacific R. R. Co.

What is said to be the largest lake shipment of elevator machinery ever made was the elevator equipment for the Ft. William, Ontario, elevator loaded into the steamer Alva by the Skillin & Richards Mfg. Co. The shipment comprised the entire cargo.

The demand for Kennedy Car Liner is increasing among careful shippers of grain. Fred W. Kennedy reports more orders for it during the past month than during any previous crop year. He declares it is more economical than cheese cloth and just as efficient.

The Minneapolis Steel & Machinery Co. has just issued a neatly illustrated forty page circular in which it describes a number of steel country houses it has lately erected. There is a demand for fire proof construction now that has never before been equaled, and this company is at the forefront in steel elevator building.

A. Fassler, manager of the Inter-Ocean Mills of Topeka, Kan., was elected a director of the Millers National Insurance Co. at a recent quarterly meeting of the directors, to succeed the late Bernard Warkentin of Newton, Kan. Mr. Fassler is well known by the milling trade and his many friends rejoice that he has been so honored.

"There are just three things in advertising if you want to reach the United States, and, for that matter, the whole world.

"First—Put your advertisement where it will be seen.

"Second—Write it so that people will read it.

"Third—Tell the truth, so that people will believe it.

"That's the whole of advertising."

That's not only the whole of ADVERTISING, it's also a description of successful mental effort generally.

An association of gasoline engine manufacturers may be organized for the promotion of interests of those concerned; not only is it proposed that engine makers join the association, but all those who handle accessories, as well as members of trade journals catering to this class of trade, M. A. Loeb, Sec'y and Treas. of the Rock Island Battery Co., Cincinnati, is behind the movement.

The 20th Century Brass Mfg. Co., Minneapolis, Minn., makes a grain trier out of special telescope hard bronze tubing that will not bend out of shape; the company also manufactures small plungers and elevator plungers in lengths of pipe that will penetrate any bin. The flax triers are made in special sizes and opens and shuts by pulling up on the handle of the trier, while the wheat plunger is closed by turning the handle.

Kaucher, Hodges & Co. is the name of a recently organized company of contracting engineers in Memphis, Tenn., with offices on Virginia Ave. Both Mr. Kaucher and Mr. Hodges were formerly employees of Fred Friedline and have had a great deal of experience in construction work. Besides elevator construction of wood and reinforced concrete, the company will handle the Richardson Automatic Scale and Weller machinery.

The Strong-Scott Mfg. Co. is working full time and force now to keep up with the rush orders that are commencing to come in. While business is not as good as at this time last year the gradual increase will soon bring it up to normal, if it keeps up, which the company has every reason to believe will be the case. It reports a very decided demand for the Richardson Automatic Scale and is worrying because it cannot get the machines fast enough to supply orders. The Richardson Scale Co. is reported to be over one hundred machines behind in its orders.

Special Elevator Belting.

In building elevators and mills much time and care is spent in selecting the material and machinery with a view of installing a plant that will be efficient and permanent.

Elevators are built for the storage and handling of grain and this requires power, shafting and pulleys, but the real work of transmitting this power, elevating and conveying the grain is done by the belting.

There is, perhaps, less attention given to this one point than to any other by the parties building the plant. All belts look alike to the general operator and he thinks anything will do, but if he would stop to consider that the belts actually do the work and the failure of any one belt throws the entire plant out of commission a little more care would be used in selecting the quality and make.

Long experience has proven that belting made for the purpose, under specifications that combine strength and durability is cheaper in the end and the cost is very little higher than the regular stock goods.

With the one shot in view, viz., to make a better belt for this work than any one else, the Gutta Percha & Rubber Mfg. Co. have made for a number of years such a belt under the brand of "Special Elevator Belting" and the list of users and the time of service prove that they do make a belt which is entitled to consideration by all operators.

FOR SALE

A No. 6 Hess
Grain Drier in
good condition,
complete with
all connections.
For prompt sale
will quote a low
price.

Address,
ELLIS DRIER
CO.
747 Postal Tel.
Bldg., Chicago

Program National Hay Ass'n Meeting.

The Fifteenth Annual Convention of The National Hay Ass'n, at Cedar Point, O., will open Tuesday, July 28th, 10 a. m. Convention called to order—Pres. Austin. Invocation—Rev. W. J. Demster, D. D. Tiffin, O.

Address of Welcome in behalf of the state of Ohio.

Response in behalf of The National Hay Ass'n.

Reading of the Minutes of the convention of 1907—Sec'y Goodrich.

Reading of the report of the Board of Directors—Pres. Austin.

Appointment of Committees.

Adjournment until 1:30 p. m.

Afternoon Session, 1:30 p. m.

Report of the Committee on Legislation—Col. E. L. Rogers, Chmn.

"Why Trade Organizations Are Necessary to the Preservation of Our Business"—A. E. Reynolds, Pres. Grain Dealers Nat'l Ass'n.

Report of Committee on Quotations—W. R. Mumford, Chmn.

"Our Association"—B. A. Dean, Pres. N. Y. State Hay Dealers Ass'n.

Report of the Committee on Terminal Facilities—Chas. Carscallen, Chmn.

Report of the Committee on Demurrage and Reciprocal Demurrage—C. S. Bash, Chmn.

Report of the Committee on Standard Bales—A. T. Weaver, Chmn.

Miscellaneous.

Wednesday, July 29th, 9:30 a. m.

Report of the Committee on Cipher Code—S. T. Beveridge, Chmn.

Report of the Committee on Transportation—G. S. Loftus, Chmn.

Discussion of the Hay Rate Case—Confined to members only, to be considered in executive session.

"How a Shipper Can Make Money in the Hay Business"—T. P. Riddle, Fort Wayne, Ind.

Afternoon Session, 1:30 p. m.

Report of the Committee on Interstate Commerce—H. S. Grimes, Chmn.

"Poor Hay"—Willis Bullock.
"How to Prevent Low Grade of Hay Going to Market"—H. B. McClure, Scientific Assistant U. S. Dept. of Agriculture, Washington, D. C.

Report of Committee on Statistics—Morris Neizer, Chmn.

Report of the Committee on Arbitration—E. M. Wasmuth, Chmn.

Report of the Secretary-Treasurer—P. E. Goodrich.
Miscellaneous.

"Why State Inspection of Hay Is More Satisfactory than Board of Trade or Private Inspection"—Harry L. Elliott, Minneapolis, Minn. Discussion led by E. F. Dennis, Chief Hay Inspector, Cincinnati, Ohio.

Thursday, July 30, 9:30 a. m.

Report of the Committee on Grades—G. T. McComb, Chmn. Discussion led by A. E. Clutter, Lima, O.

Address, "The Automobile vs. the Horse"—ex-President H. G. Morgan, Pittsburgh, Pa.

Report of the Chairman of the State Vice-Presidents—H. H. Driggs, Toledo, O.

Report of the committee on the report of the Board of Directors.

Report of the Committee on Resolutions.

Report of the sub-committee of the Board of Directors on time and place for the Convention of 1909.

Unfinished Business.

Report of the Nominating Committee.

Installation of Officers.

Good of the Association.

Adjournment Sine Die.

The Convention Hall will be divided according to states and delegates will seat themselves accordingly.

Any motion of particular importance must be reduced to writing and signed by the delegates.

Entertainment Program.

Tuesday afternoon, 2:30 until 5:30 p. m.—Reception for the ladies in the parlor of the "Breakers."

Tuesday evening at 8 o'clock—Theater for the entire membership and their friends.

Wednesday morning, 9:30 a. m.—Trip for the ladies in electric launches through the lagoons.

Wednesday evening—Ball in the dance pavilion, 8 to 12.

Struck by Lightning.

Mar. 5. F. E. Smith, Whiting, Ia. Destroyed.

May 21. W. C. Brown, Palmer, Kan. No fire.

May —. Farmers Elevator Co., Campbell, Minn. Damage, \$100.

May —. Nye Schneider Fowler Co., Schleswig, Ia. Destroyed.

May —. Hubbard & Palmer Co., Truman, Minn. Damage light.

May 28. M. J. Stotler, Strawn, Ill. Damage, \$75.

May 29. McFadden Bros., Havana, Ill. Extinguished with small loss.

June 4. Canadian Co. Mill & Elevator Co., Richland, Okla. Destroyed.

June 6. Marsh & Burke, Scottsville, Kan. No fire.

June 7. T. B. Hord Grain Co., Polk, Neb. Small loss.

June 11. E. H. Read, St. Paul, Neb. Considerably damaged.

June 27. Elevator of W. W. Smith & Sons, Holyrood, Kan. No fire.

June 27. Elevator of Rock Mill & Elevator Co., Pretty Prairie, Kan. Loss, \$2,500.

July 2. Elevator of M. Stephenson & Son, Sargeant, Minn. Destroyed.

July—Elevator of Atlantic Elevator Co., Tenny, Minn. Struck.

July—Elevator of Weekes Grain & Live Stock Co., Scotia, Neb. Destroyed.

July 3—At F. D. Brandt's elevator, Van Wert, O., damage to engine house only.

Dollar wheaters who call themselves the American Society of Equity will convene at Milwaukee Oct. 6 to 10.

PROFITS FOR POLICYHOLDERS

You are forced to carry insurance; when you borrow, an insurance policy must accompany the collateral, your banker will demand a policy on which a loss can be collected.

In placing your insurance, you should know: 1st, Is the Company sound? 2nd, Will it pay its losses? 3rd, Is the cost reasonable?

The Millers' National Insurance Co. is managed in the interests of its policy holders, each policy pays a profit to the insured. During 1907 an assessment of only 6 1/2% was made for the year or only 32 1/2% of the annual rate, equal to a profit or saving to policy holders of 67 1/2% on the basis of a cash premium for the rate charged.

It is up to you to investigate.

Cash Assets	\$1,357,583.18	Risks in force Dec. 31, 1907	\$40,340,770.96
Liabilities	474,477.91	An increase during 1907 of	4,477,949.99
Net Cash Surplus	883,105.27	Losses paid since organization	5,624,753.10

ADDRESS:

MILLERS' NATIONAL INSURANCE CO.

CHARTERED 1865

No. 205 La Salle Street, CHICAGO, ILLINOIS

OR NEAREST AGENCY MANAGER

CHAS. H. RIDGWAY, Kansas City, Mo., Southwestern Agency.
I. N. JUST, Seattle, Washington, Pacific Coast Agency.
H. M. GILES, Minneapolis, Minn., Northwestern Agency.

Fire Insurance Companies

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

Mill Owners' Mutual Fire Insurance Co.

DES MOINES, IOWA

Organized 1875

INSURES MILLS, ELEVATORS,
WAREHOUSES and CONTENTS

Net Cash Assets - - - - - \$ 266,243.81
Losses Paid - - - - - 1,839,403.60
Saved to Policy Holders - - - 1,752,149.12

J. G. SHARP, Secretary.

Millers Mutual Fire Insurance Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 insurance last year
Paid \$116,523.11 in losses last year
Added \$20,545.86 to surplus last year
Assessed only 40% of basic rates last year

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force - - - \$13,551,441.39
Face value of notes - - - 1,701,351.60
Cash Assets - - - 336,088.85

GEO. POSTEL, Pres't.
A. R. MCKINNEY, Sec.

Chicago Agent:
M. W. FUGIT, 740 National Life Building.

THE OLD RELIABLE



ORGANIZED 1881

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

Grain Insurance

¶ Grain in the elevator is the same as cash deposited there instead of in the bank.

¶ Its loss by fire is ten times more liable than loss by bank failure.

¶ A grain loss is destruction of working capital, made worse if a portion is borrowed.

¶ A full insurance protection is needed according to the value on hand.

¶ Insurance should vary according to the value without heavy short rate charges.

¶ The country grain dealer gets the best service and lowest cost through an open policy of the



For particulars write at once to

C. A. McCOTTER, Sec'y

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Grain Shippers' Mutual Fire Insurance Association

IDA GROVE - - - IOWA

Risks in force	\$6,927,000.00	Dividends on the basis of
Admitted assets, Dec. 30, 1907	50,197.76	80% cost.
Total liabilities	4,735.00	We write Fire, Lightning and Tornado Insurance for the Grain Trade.
Net assets, Dec. 30, 1907	\$45,462.76	

F. D. BABCOCK, Secretary

Any Weight of grain up to 100,000 bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price, \$5.00.

GRAIN DEALERS JOURNAL
255 LA SALLE STREET CHICAGO, ILLINOIS

GRAIN STORAGE RECEIPTS for keeping a record of grain stored. 50 tickets, printed on bond paper $10\frac{1}{2} \times 3\frac{3}{4}$ in., in each book. Order form No. 4. Price 50 Cents.

GRAIN DEALERS JOURNAL, - - - 255 La Salle Street, CHICAGO

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

THE NAME

on the ELEVATOR BELTING you buy is of more consequence than the price you pay.

ELEVATOR OPERATORS

confine your speculations to Grain
Don't experiment when buying Belting.
Get the kind that's stood the test.

NOTICE THE BRAND



It's Safe; Economical; Guaranteed.

The Gutta Percha and Rubber Mfg. Co.
CHICAGO, ILLS.



Proof Against Fire and Storm.

The construction of DAYS' DUST COLLECTORS makes them proof against rain, snow or stormy weather. Every joint is water proof. The top is entirely covered, making it impossible for water or sparks to enter.

THE DAY COMPANY, 1132 Yale Place,
Successor to H. L. Day
MINNEAPOLIS, MINNESOTA

FOR the best of satisfaction
consign your Grain to
S. C. Bartlett Co., Peoria, Ill.

**FORWARD ALWAYS
NEVER BACKWARD**

The Evans Motor Attachment

Send for circular.

"The great profanity saver"

SCOTT F. EVANS, Minneapolis, U. S. A.

Your elevator legs
must run if the
motors are
equipped with

Webster Machinery

For Grain Elevators
And Flour Mills



Spiral and Belt Conveyors
"Acme" Elevator Buckets
Chain Belting
Friction Clutches
Shafting, Pulleys, Hangers

Webster M'f'g Co.

1075-1111 West 15th St., CHICAGO

EASTERN BRANCHES:
88-90 Reade St., New York
Pennsylvania Bldg., Philadelphia

"WELLER MADE"



MEANS

"WELL MADE"

Everything in the machinery line
for Grain Elevator and Mill.

WELLER MFG. CO., **Chicago, Ill.**

Write for Catalog and Discount Sheet.